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J. H. Hollander

Chapters

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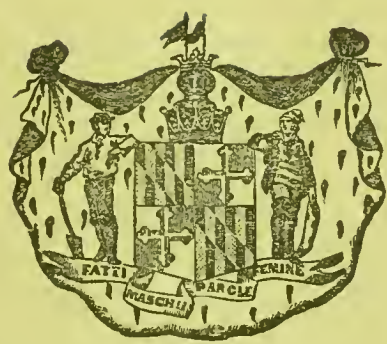
Industries

AND

Institutions

of Maryland

—J. H. HOLLANDER



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Industries and Institutions"



CHAPTER IX.

COMMERCE AND TRANSPORTATION.

The history of Maryland commerce is as old as Maryland itself. It begins two hundred and fifty years back, with a condition of absolute dependence upon English shipping, and this dependence it was the avowed policy of the mother country to establish and maintain. During the early years of the Province, an English Order in Council provided that "no tobacco or other production of the colonies should thenceforth be carried into any foreign parts until they were first landed in England and the duties paid." The Navigation Act of 1651 further restricted trade to English built ships, and for the next hundred years an uninterrupted series of restrictive measures combined to confirm the commercial vassalage of Maryland. Agents were established by English merchants at many of the old river towns of the Province, whither tobacco, securely packed in hogsheads, was rolled from adjacent plantations—weighed, paid for, and stowed aboard English bottoms waiting at the landing. In 1761 Maryland trade engaged one hundred and twenty vessels, with an aggregate tonnage of 8,000 tons, of which only some thirty vessels, of a total burthen of 1,300 tons, were owned in the Province. With the events and consequences of the Revolutionary War, the situation underwent radical changes. Commercial restrictions were thrown off, and trade in the great staples of the State stimulated. Natural advantages of location began to assert themselves; local accumulations of capital led to independent purchase and direct shipment, and Maryland ports rapidly assumed commercial prominence.

Between the close of the Revolutionary War and the outbreak of the War of 1812, there was an extraordinary expansion of Baltimore trade. Continental wars not only increased the demand for Maryland staples, but largely diverted the West India trade to this safer port. The rise and perfection of the "Baltimore Clipper" aided the opportunity, and during the whole period of which we are speaking, Baltimore enjoyed the chief part of European and West Indian commerce, together with no inconsiderable share of the world's carrying trade. The volume of Maryland exports increased from \$2,239,691 in 1791, to \$5,811,330 in 1795, to \$9,151,939 in 1804, and to \$14,298,984 in 1807. During the war of 1812,

the commerce of the State was largely suspended, but thereafter it developed with renewed vigor.

Baltimore was the natural market for the agricultural products of the interior and western country. Active communication had long been maintained with this vast region; in early days by pack-horses, later by long wagon trains that traversed the great northern turnpikes as far as the Ohio River. The introduction of steamboats upon the navigable waters of the West displaced this means of transportation. Improved systems of communication had been established by New York and Pennsylvania, and a deflection of trade to these centres was threatened. Public-spirited citizens immediately began an agitation to supply the need, and the Chesapeake and Ohio Canal Company was incorporated in 1824 for the purpose of constructing a canal from tidewater on the Potomac to the Ohio River. Several years later, when estimates of the enormous cost of the canal rendered its immediate completion improbable, a supplementary project was proposed—a railroad from Baltimore across the mountains to the Ohio. In February, 1827, the first railroad charter granted in the United States was given by the General Assembly of Maryland to the Baltimore and Ohio Railroad. The work of actual construction was begun in the following year. In 1853 the road was completed to the Ohio River, and in 1857 direct connection was secured with St. Louis. The Chesapeake and Ohio Canal was opened in 1850 for through navigation from Georgetown to Cumberland. These great arteries form an organic part of the commercial history of Maryland. They opened up a vast undeveloped region, and secured for the metropolis of the State a large measure of the advantages suggested by its natural location as a seaboard market and distributing depot for the West.

Both trade and commerce suffered severely from the Civil War. Communication with the South was completely cut off, and Western trade temporarily diverted to other channels. But the causes of prosperity were suspended, not destroyed, and as the prostrate industrial life of the country revived, the trade centres of the State emerged into enhanced importance. The vigor and activity of those early days has never waned. The commercial prosperity of Maryland is historical in its growth, the product of unexampled natural advantages, and permanent in its stability and strength.

BALTIMORE.

Baltimore is located at the head of navigation, on the Patapsco River, thirteen miles above its entrance into the Chesapeake Bay, and one hundred and seventy miles from the Atlantic Ocean, at Cape Henry. The Patapsco River, from the city to the bay, is really an arm of that magnifi-

cent estuary, as the fluvial waters under this name terminate near the southwestern boundaries of the city, from whence to its junction with the bay, it forms a spacious tidal basin, averaging two miles in width, with from 18 to 22 feet natural depth at mean low water. This location, one hundred and seventy miles inland, connected with the Atlantic by the wide and deep waters of the Chesapeake Bay, marked Baltimore in the early days of the State as a natural point of transfer for the commerce between the interior of the continent and foreign countries. From the long-ago days, when swift privateers roamed the seas, and the "Baltimore Clipper" was the admiration of the nautical world, until now, Baltimore has held a foremost place among Atlantic sea-ports. More, perhaps, to natural location, than to any other single cause, is this due. The Patapsco River offers bold water on both sides for many miles of frontage, as does the Chesapeake Bay to its mouth. Elevated rolling lands slope down on either hand to sandy beaches. The fluctuations of the water level, due to the tidal movement (only about eighteen inches), are so slight that in either bay or river, navigation is unhindered by the impeding currents so often found at other ports. For the same reason no swinging or floating stagings are necessary for the lading or discharge of cargoes or passengers, nor expensive closed docks to keep vessels afloat at varying stages of the tide. For seven miles on one side, and for over three miles on the other, railways are in operation, by which every foot of water front can be connected, at small cost, with any or all of the railway systems of the country. In a word, no city on the Atlantic coast offers, by reason of natural situation, facilities for the extension of commercial business superior to those presented by Baltimore.

Ship Channel. In the days when the commerce of the world was borne by sailing vessels, and a ship of eight hundred tons was considered a large one, the natural depth of water in the Patapsco was ample for all the requirements of a commerce which spanned the Atlantic, embraced both shores of the western hemisphere, and covered the waters of the Pacific and Indian Oceans with the sails of Maryland ships. As, however, in answer to the demands of commerce and the requirements of the most economic methods of ocean transport, the size and tonnage of vessels steadily increased, until the coasting schooner exceeded in tonnage the old Liverpool liners and Indiamen, and steamships of 4,000 tons burthen were classed among the smaller transports, it became evident that if Baltimore was to maintain her commercial importance the depth of water in the channels of the river must be increased by dredging.

The first efforts in this direction were began forty years ago, the city, State and federal governments acting in conjunction, and looked to the opening of a channel twenty-one feet deep at the mouth of the river,

where the natural depth was not over eighteen feet at low water. With large contributions from the city, added to the appropriations by the government, this work of improvement has been steadily pushed forward with ever increasing demands for increase of width and depth of waterway, to meet increasing size and tonnage of vessels. The ship channel leading to this port has now a least width of six hundred feet and a depth of twenty-seven feet at mean low water, sufficient, at least for the present, for the largest ocean steamers. It may safely be asserted that should the necessity arise, additional width and depth will promptly be provided, if necessary, by the city alone, whose contributions, heretofore, have materially hastened the completion of the work.

Harbors. At the entrance to Baltimore harbor, the Patapsco River divides into the northwest, southwest and middle branches. The northwest branch pierces two and a half miles into the very heart of the business portion of the city, affording miles of water front, within easy reach of the main thoroughfares of the eastern and central sections. The southwest and middle branches envelope the southern and southwestern sections, giving a long expanse of water front, in close proximity to the lines of the Baltimore and Ohio Railroad. The main harbor, or that on the northwest branch, is surrounded by the older portions of the city, and contains grain elevators, steamship piers, railroad terminals, dry dock, floating docks and marine railways. This harbor has a water front measured on the pier head line of six and a half miles, an area of six hundred and thirty acres, and while leaving ample fairways for the movement of vessels, furnishes ninety-six acres of anchorage grounds, on which the least depth of water is nineteen feet. The whole of the lower portion of the harbor, covering the elevators and steamship piers, has a depth of twenty-seven feet at mean low water. The harbor along the southwest and middle branches has, within the city limits, and measured on the pier head line, a water front of five and a half miles, and nearly as much more on the opposite banks, in the county. It covers an area of thirteen hundred acres, and has channels of seventeen feet depth at mean low water. The total water front within the city limits, if fully improved, would furnish at least fifty miles of wharf room, allowing docks of one hundred and fifty feet in width. In addition to these commercial facilities within the city, there are nearly ten miles of water front on the Patapsco, below the city, with railroads in operation near it, on both sides of the river.

As the harbor of Baltimore is the receptacle for most of the drainage of the city and an extensive area of back country, a large amount of dredging is annually required to maintain the specified depths of water in the various sections of the harbor. This work is done entirely by the city, under the immediate direction of an unpaid Commission, known as

the Harbor Board, who also are conservators of the laws regulating the construction and repair of wharves, and of all laws touching the general preservation and maintenance of the harbor and the navigation of the river and harbor.

Port Charges. There are, strictly speaking, no port charges at Baltimore, except clearance, register and license fees, paid to the Federal Government through the Collector of the Port. These are the same at all ports of entry in the United States. What are ordinarily classed as port charges—that is, cost of wharfage, stevedoring, tonnage, etc.,—fluctuate from time to time, but always within reasonable limits. There is, however, no charge for wharfage at elevators when grain is taken on, and it is generally conceded that all incidental expenses of this kind are lower in Baltimore than at any other Atlantic port.

Baltimore has not, however, become a great exporting centre and distributing point by means of natural advantages alone. Local enterprise and ready capital have provided ample means of communication and unsurpassed facilities for the receipt and distribution of commodities to the world's markets. It is to the consideration of these that we now naturally turn.

STEAMSHIP LINES.

Some twenty regular lines of steamers are engaged in trade between Baltimore and important European and South American ports, in addition to a large number of "tramp steamers" and several lines of sailing vessels.

Of the regular steamship lines, the North German Lloyd has a service of fine vessels between Baltimore, and Bremen and Southampton. Sailings are weekly, and the passage is ordinarily made in twelve days. Passenger travel has assumed large proportions on this line. The Allan Line, between Baltimore and Liverpool, calling at Halifax, makes sailings fortnightly, and in the summer season with more frequency. The fleet consists of five vessels, fitted with all conveniences for passenger traffic. The Johnston Line trades between this port and Liverpool and London, and is particularly active in cattle, grain, cotton and lumber transportation. The Lord Line has a bi-monthly service from Baltimore to Belfast and Dublin. The Donaldson Line offers facilities to shippers to Glasgow; thence to Scotland, Ireland and the northern parts of England. The Atlantic Transport Line runs a large fleet of steamships between Baltimore, and London and Swansea. The Neptune Line plies between Baltimore and Rotterdam, as does also the Royal Netherlands Line, with fortnightly sailings. The Bristol Channel Line sails monthly to Bristol, and the Empire Line at similar intervals to Leith, Scotland. The Blue

Cross Line plies weekly between Baltimore and Havre. The Puritan Line despatches steamers every ten days to Antwerp. The Pinkney-Furness Line carries freight to various European ports; the Hooper Line, to Liverpool, and the Hamburg-American Packet Company, to Hamburg. The Earn Line has a series of vessels between Baltimore and Santiago-de-Cuba, Cuba, with occasional voyages to Rio de Janeiro, Brazil. The Hammonia Line carries freight from Baltimore to various Brazilian ports.

The coast trade of Baltimore with northern and southern ports has assumed large proportions and engages several important lines of steamers equipped for passenger as well as freight traffic. The Merchants' and Miners' Transportation Company maintain nine large steamships with regular sailings to Norfolk, Boston, Savannah, and Providence. The Bay Line has a series of fine steamers running nightly to Norfolk, where important connections are made with the South. The New York and Baltimore Transportation Company operate between Baltimore and New York, and the Ericsson Line between Baltimore and Philadelphia, by way of the Chesapeake and Delaware Canal. The Richmond and York River Line has a fleet which runs to West Point and Richmond, where connections are made with the Richmond and Danville Railroad.

Trade with the bay and river ports of Maryland employs a whole fleet of vessels. The principal companies engaged in this traffic are the Eastern Shore Steamboat Company, Weems Transportation Line, Maryland Steamboat Company, Chester River Steamboat Company, Sassafras River Steamboat Company, Choptank Steamboat Company, Wheeler Transportation Line, Maryland and Virginia Steamboat Company, Tolchester Steamboat Company and others. There are in all about fifty bay steamers, ranging in tonnage from 250 to 800 tons, many with excellent passenger facilities in addition to freight accommodations. During the busy summer season they make daily trips, while in the winter months, when the business is lighter, four trips per week suffice. In addition, innumerable schooners, pungies, and bugeyes run throughout the year, bringing a vast assortment of produce to Baltimore markets.

RAILROADS.

The advantages of inland location have been emphasized and developed for Baltimore by the construction of direct lines of railroads, placing the city in proximity, nearer by many miles than Northern and Eastern rivals, to the great productive sections of the country. By the shortest rail line, Baltimore is thus ninety-six miles nearer points in the South than Philadelphia, one hundred and eighty nearer than New York and four hundred and thirteen nearer than Boston. With

respect to Cincinnati, its advantages over these cities are respectively seventy-four, one hundred and sixty-four and three hundred and thirty-two miles, and in regard to other Western points they are even more decided. The railroad facilities of Baltimore include five distinct standard-gauge railroads and one narrow-gauge road, now being changed to standard-gauge. The vantage ground upon which they place the commercial interests of the city have been vividly described as follows:

“Baltimore stands with her face to the south, and with one hand prepared to gather the products of nearly half of the United States and to send them forward to other nations, and in return with the left hand to bestow the peculiar products of the soil of Maryland and her sister States upon those States whose climate will not allow the growth of such luxuries. One iron finger runs almost due north, through the rich farming lands of central Pennsylvania and southwestern New York, until it touches the great lakes, with their ships loaded with grain. Another stretches out into manufacturing Pittsburg, 328 miles distant, the coal, coke, lumber, iron and other mineral lands of southwestern Pennsylvania, western Maryland, West Virginia and Ohio, and away to Chicago, 830 miles, the central point for the grain, hay, cattle and other farm products of the great northwest, and the flour of St. Paul and Minneapolis, 1,296 miles from the seaboard. The third finger beckons to the stock-raisers of Kentucky and Tennessee, the active men of St. Louis, 931 miles to the west, and of Kansas City, 1,213 miles away, and bids them to turn towards Baltimore the rapidly-increasing shipments of cattle and cereals from the empire of the southwest. The index finger very appropriately follows the lines of the Appalachian system of mountains, which, ranging from the southwest to the northeast, give an outlet to Baltimore by the natural rift at Harper's Ferry, whose immense water-power, gradually being utilized, must bear tribute to this city. Down through the beautiful, fertile and well-watered Shenandoah Valley of Virginia the finger points, gathering in the profits from the farm lands of the valley proper, the wood and minerals of the mountain slopes, the coal and iron of the southwestern Virginia and southern West Virginia hills with the cattle of their plains, piercing the pine and hardwood regions of western North Carolina and South Carolina, east Kentucky and Tennessee, and finally touching the flourishing manufacturing and industrial centres of the new south, Birmingham, Anniston, Ensley and other towns and cities of Alabama, which have grown with the development of its natural resources. The broad thumb covers a fertile section embracing Richmond, Norfolk, Atlanta, Savannah and Charleston, and some of the finest traveling country on the Atlantic slope, extending from Norfolk to Florida.”

A few words of detail may be added to this summary:

The Baltimore and Ohio Railroad is so intimately connected with the commercial development of Baltimore as naturally to attract the first consideration. Historically, the first railroad in the United States, it has become, by extension and incorporation, one of the great trunk lines of the country, forming an organic system of more than 3,000 miles. In one direction, it extends to Philadelphia, thence by direct connection to New York; in another, it penetrates the vast regions of the West, Southwest and Northwest, through the States of Maryland, Pennsylvania, West Virginia, Ohio, Indiana and Illinois, to the waters of the Mississippi. Connections at such important centres as Philadelphia, Washington, Pittsburg, Wheeling, Cincinnati, Chicago and St. Louis give direct access to all sections of the country. The local tide-water terminals of the system are situated in the main at Locust Point, and are planned on an extensive scale. Several acres of ground are occupied by tracks and freight houses, while a large water frontage and immense piers render possible the transfer of freight from ocean steamers to cars, or vice versa, with the utmost facility and economy. Two enormous grain elevators for export delivery, located here, have a capacity of 1,500,000 and 1,800,000 bushels respectively. A third, for local traffic, situated near Camden Station, has a capacity of 200,000 bushels. Massive piers are fitted for immigrant traffic, and make it almost possible for the new arrival to step from steamer to train. On the east side of the harbor are found additional piers and large shifting yards. The central station of the road is conveniently located on Camden near Howard street. Exit from the city to eastern points has, up to the present time, involved ferriage across the Patapsco River from Locust Point. This will be obviated by the Belt Line tunnel, which pierces the heart of the city to its outskirts. Plans have also been completed for the erection of a handsome central passenger depot at Lombard and Liberty streets.

The Northern Central Railway serves to connect Baltimore with the great Pennsylvania system, and, at the same time, affords a direct outlet to the North. It penetrates the rich agricultural section of central Pennsylvania and southwestern New York up to the great lakes, thus pouring into Baltimore an enormous volume of corn and wheat for export. Direct connection with the coal region of Pennsylvania brings to the city a heavy tonnage of anthracite and bituminous coal. The tide-water terminals of the road are located at Canton, and occupy several acres of ground, with an extensive water front. Grain elevators of large capacity, merchandise piers, immense docks and warehouses are also situated here and provide admirable facilities for handling and transferring ocean freight. The city terminals of the city are the Calvert Street, President Street and Union stations. The general offices of the

road are located within a block of the main passenger station on Calvert street. Close by are the chief inland freight stations, covering several blocks. Two associated branches of the Pennsylvania system, the Baltimore and Potomac, and the Philadelphia, Wilmington and Baltimore, connect Baltimore respectively with Washington, and with Philadelphia, New York and the East.

The Western Maryland Railroad is essentially a Baltimore road. Its construction was made possible by municipal aid, and at the present time it renders a large area of Western Maryland and the rich counties of Southern Pennsylvania almost exclusively tributary to Baltimore. The main line of the road extends west from Baltimore, through Westminster to Hagerstown, then on to Williamsport on the line of the Chesapeake and Ohio Canal, to Cherry Run, West Virginia. Branches extend to Gettysburg, Waynesboro', Shippensburg, York and Chambersburg, Pennsylvania. Direct connection with the Philadelphia and Reading Railroad gives access on the one hand to Philadelphia and the coal regions of Pennsylvania, and with the Norfolk and Western on the other, to the industrial centres of the South. The terminals of the road are conveniently located in the eastern section of the city, with passenger stations at Hillen, Union, Pennsylvania avenue and Fulton avenue stations. The road holds a franchise from the city of Baltimore for an extension through the city along Jones' Falls to Locust Point, and the erection of tidewater terminals.

The Baltimore and Lehigh Railroad, originally a narrow-gauge road, extends from Baltimore, through Baltimore and Harford counties and Southern Pennsylvania, to York, Pennsylvania, a distance of seventy-five miles. The region it penetrates is rich in agricultural and mineral wealth, and capable of marked industrial development. A change to standard gauge and the extension of the road to tidewater, to Colgate's Creek, with the erection of necessary terminals, are measures now in course of completion. The passenger station of the road is on North avenue.

The Annapolis and Baltimore Short Line Railroad, designated more familiarly as "The Short Line," is a local road, thirty-three miles in length, extending from Baltimore to the capital of the State, and passing through a rich trucking section. The road employs the local terminals of the Baltimore and Ohio Railroad.

FOREIGN TRADE.

Baltimore has been active in foreign trade from its very foundation. Before 1786 vessels entered and cleared at Annapolis and Joppa, but an independent custom house was established in that year, and duties upon local imports were thereafter collected here. In the century which has

since elapsed Baltimore has become the third largest exporting centre in the country, being surpassed only by New York and New Orleans, the latter holding second rank by virtue of its immense cotton trade. The exports of the five leading cities in 1892 were as follows:

New York.....	\$377,722,983
New Orleans.....	107,684,127
Baltimore.....	93,126,389
Boston.....	88,806,672
Philadelphia.....	60,315,880

The remarkable development of Baltimore's foreign trade is even more clearly indicated by a statement of its import and export values during the last ten calendar years:

Year.	Imports.	Exports.	Year.	Imports.	Exports.
1881	\$16,278,946	\$55,779,461	1887	\$13,055,880	\$19,545,970
1882	14,658,006	43,500,798	1888	12,098,629	45,099,334
1883	12,308,392	50,085,814	1889	15,409,234	62,077,610
1884	12,090,261	43,488,457	1890	15,339,312	72,120,083
1885	11,193,695	34,748,264	1891	18,270,000	79,475,175
1886	11,785,113	46,810,870	1892	14,258,575	93,126,389

The chief articles of export are corn, wheat, flour, cattle, tobacco, provisions and copper. Importing activity centres about coffee, pine-apples, cocoanuts, bananas, chemicals, tin plate and iron ore. The amounts, values and direction of imports and exports for the fiscal year ending June 30, 1892, as compared with those of the preceding year, are given in the following tables:

EXPORTS.

ARTICLES.	Unit of Quantity.	July 1, '90, to June 30, '91.		July 1, '91, to June 30, '92.	
		Quantity.	Values.	Quantity.	Values.
Cattle		77,718	6,450,270	63,436	5,272,203
Breadstuffs—					
Wheat	Bushels	3,753,967	3,824,476	27,858,840	22,262,308
Flour	Barrels	2,360,768	12,310,787	3,251,612	16,997,379
Corn	Bushels	4,389,183	2,547,850	18,625,755	9,664,747
Oats	Bushels	430	280	123,237	45,087
Rye	Bushels			1,161,901	1,182,073
Outmeal	Pounds			3,092,819	92,760
Cornmeal	Barrels	16,834	53,916	47,265	143,841
Provisions—					
Tallow	Pounds	22,729,701	1,123,941	27,843,389	1,396,163
Beef, canned	Pounds	33,379,638	3,044,404	28,100,260	3,040,413
Beef, fresh	Pounds	8,012,360	637,470	5,795,750	550,581
Beef, salted	Pounds	8,145,225	469,391	6,539,512	400,545
Bacon	Pounds	15,652,270	1,197,266	8,524,530	695,977
Hams	Pounds	5,578,126	540,202	3,623,052	368,467
Butter	Pounds	95,205	11,966	68,728	8,506
Pork	Pounds	10,350,301	568,803	9,203,630	555,653
Cheese	Pounds	748,925	91,714	193,004	28,526
Lard	Pounds	63,904,789	4,702,446	67,528,540	5,349,898
Fruit, canned	Pounds		13,069		27,753
Apples, dried	Pounds	602,297	28,415	3,878,365	338,504
Vegetables, canned	Pounds		61,023		73,917
Oysters, canned	Pounds		42,890		53,305
Glucose	Pounds	6,624,247	157,930	2,967,639	81,664
Oils—					
Olio	Pounds	4,863,748	633,819	7,627,921	771,646
Fish	Gallons	145,790	30,144		
Illuminating	Gallons	14,708,753	739,369	10,599,399	417,810
Lubricating	Gallons	821,274	107,194	1,091,105	139,545
Cottonseed	Gallons	196,600	82,335	1,610,495	495,462
Lard	Gallons	262,419	129,427	145,231	76,918
Cottons—					
*Sea Island	Pounds	413,094	119,878		
†Other cotton	Pounds	87,193,597	8,649,075	†138,592,509	11,933,192
Cloth, uncolored	Sq. Yards	203,468	36,421	475,498	80,777
Cloth, colored	Sq. Yards	20,500	2,978	66,415	9,554
Tobacco—					
Leaf	Pounds	48,861,557	3,803,979	55,905,439	4,152,003
Stems	Pounds	7,269,630	114,672	8,233,421	139,580
Cigars	Pounds	312	5,721		
Seeds—					
Timothy	Pounds	2,318,756	108,483	2,022,392	92,804
Clover	Pounds	9,507,872	688,280	7,873,963	643,227
Sundries—					
Starch	Pounds	4,630,860	207,213	7,236,460	230,689
Oil cake	Pounds	58,531,380	840,838	69,304,801	1,027,877
Rosin	Barrels	182,275	542,185	111,342	195,100
Leather	Pounds	37,769	13,468	9,758	3,324
Copper matte	Tons	17,618	3,467,587	19,989	2,713,767
Paraffine wax	Pounds	3,198,959	143,737	2,781,599	155,028
Bark extract			155,798		128,664
Coal, bituminous	Tons	106,866	282,753	92,385	251,642
Copper ingots	Pounds	3,367,638	436,819	11,806,204	1,467,288
Whiskey—					
Rye	Gallons	17,691	22,767	101,319	88,472
Bourbon	Gallons	23,132	22,372	523,016	424,511
Lumber—					
Boards	Sq. Feet	28,117	881,793	36,413	1,109,449
Staves			109,715		59,370
Logs			414,029		299,151

*Number of bales of Sea Island cotton, 1,133.

†Number of bales of other cotton, 176,712.

‡Number of bales of other cotton, 281,292.

IMPORTS.

ARTICLES.	Unit of Quantity.	July 1, '90, to June 30, '91.		July 1, '91, to June 30, '92.	
		Quantity.	Values.	Quantity.	Values.
Metals—					
Iron ore.....	Tons.....	474,544	1,061,587	421,712	1,177,833
Pig iron.....	Tons.....	6,665	280,381	16,249	412,295
Bar iron.....	Tons.....	53	1,923	51	1,682
Steel hoops.....	Pounds.....				
Steel ingots.....	Pounds.....	4,943,130	37,288	34,789	3,099
Taggers iron.....	Pounds.....	610,114	15,121	3,098,334	73,537
Tin-plates.....	Pounds.....	144,224,644	5,987,412	52,004,521	1,466,901
Chemicals—					
Lime, chloride of.....	Pounds.....	5,061,386	69,632	8,063,145	136,047
Potash, muriate of.....	Pounds.....	13,657,136	204,622	13,840,848	207,109
Soda, nitrate.....	Pounds.....	12,304,801	209,279	13,498,606	151,093
Soda, caustic.....	Pounds.....	2,743,349	76,153	2,866,806	84,291
Soda, ash.....	Pounds.....	51,455,852	743,591	57,463,283	775,824
Salt cake.....	Tons.....	6,331	70,796	6,076	73,588
Sulphur, crude.....	Tons.....	9,339	247,324	9,981	263,293
Fruits and Nuts—					
Bananas.....			291,678		162,082
Cocoanuts.....			41,062		196,967
Pineapples.....			156,617		201,331
Oranges.....			36,972		10,743
Lemons.....			14,748		36,623
Provisions—					
Coffee.....	Pounds.....	28,366,682	5,446,578	17,793,448	3,608,610
Rice.....	Pounds.....	774,981	20,232	1,534,062	29,782
Rice, broken.....	Pounds.....	8,507,354	151,882	7,072,750	115,072
Salt.....	Pounds.....	27,387,716	43,420	23,242,477	31,346
Pepper.....	Pounds.....	341,846	32,822	423,960	31,784
Tea.....	Pounds.....	134,406	34,877	162,380	33,444
Cheese.....	Pounds.....	198,706	32,354	180,600	29,823
Sugar.....	Pounds.....	42,271,097	1,319,603	15,599,263	485,331
Molasses.....	Gallons.....	77,289	10,007		
Textiles—					
Cloth, cotton.....	Sq. Yards.....	117,136	16,717	167,877	21,101
Cloth, woolen.....	Pounds.....	130,938	138,832	151,534	150,118
Wool dress goods.....	Sq. Yards.....	561,002	130,656	215,677	44,386
Burlaps.....	Sq. Yards.....		51,941		102,343
Manufacture of flax.....	Yards.....		87,908		136,431
Sundries—					
Guano.....	Tons.....	3,535	48,775	1,087	16,280
Cement.....	Pounds.....	46,057,393	163,589	61,461,278	205,844
Asphaltum.....	Pounds.....			700	816
Licorice root.....	Pounds.....	6,272,258	115,850	11,702,700	196,290
Linseed.....	Pounds.....				
Fire-brick.....	Tons.....	1,011	5,465	2,987	14,932
China, white.....			122,320		138,160
China, decorated.....			171,595		129,742
Toys and dolls.....			188,279		275,201
Tobacco—					
Leaf.....	Pounds.....	333,005	51,200	352,804	78,748
Cigars.....	Pounds.....	4,275	16,581	3,960	13,564
Liquors—					
Malt liquor (bottled).....	Gallons.....	17,515	17,083	15,931	16,046
Wine in casks.....	Gallons.....	28,761	23,744	24,832	20,946
Wine in bottles.....	Dozens.....	2,993	10,621	2,522	16,317
Brandy.....	Gallons.....	4,577	9,742	2,795	7,525
American Whiskey.....	Gallons.....				
Spirits, distilled.....	Gallons.....	15,134	21,061	66,905	114,606
Spirits, all others.....	Gallons.....	5,455	2,806	10,010	4,095

DIRECTION.

COUNTRIES.	VALUES OF IMPORTS.		VALUES OF EXPORTS.	
	July 1, 1890, to June 30, 1891.	July 1, 1891, to June 30, 1892.	July 1, 1890, to June 30, 1891.	July 1, 1891, to June 30, 1892.
Azores or Madeira Islands	282			
Austria Hungary	24,346	17,363		
Other African Possessions		49,335		
Belgium	81,789	86,487	1,729,822	5,934,458
Brazil	5,452,031	3,606,093	3,696,565	2,387,016
British West Indies.....	493,010	428,879	86,488	34,813
" East Indies.....	3,538	52,180		
" Guiana.....	184,229	126,675	46,930	94,890
Chili.....	237,026	150,888		
Cuba.....	1,924,274	957,685	374,129	301,208
Canary Islands.....		12		
China.....	46,022	26,417		924
U. S. Columbia.....	26,150	25,030	21,737	27,044
Dutch West Indies.....		600	4,400	
Danish West Indies.....	136	163	69,279	32,204
Denmark.....				830,965
England.....	8,857,275	4,143,999	32,776,226	33,114,112
France.....	101,403	91,081	3,734,660	11,522,851
French Possessions in Africa.....		1,264		
French West Indies.....			43,376	58,329
Germany.....	1,497,989	1,754,374	8,766,793	15,492,283
Greece.....	34,794	3,566		
Hong Kong.....	11,351	1,089	761	
Liberia.....	1,184			
Italy.....	602,591	745,754		410
Ireland.....	29,220	19,828	3,065,149	7,383,981
Japan.....	12,046	42,577		
Mexico.....			620	1,365
Netherlands.....	92,029	98,321	5,143,292	16,519,990
Nova Scotia and New Brunswick.....	23,188	27,388	15,516	13,717
New Foundland and Labrador.....	23,331	22,995	110,729	75,344
Portugal.....		5,477		
Puerto Rico.....		24,914	18,289	29,546
Russia on the Baltic Sea.....	192,440	25,143		
" " Black Sea.....		173,000		
Spain.....	254,326	292,970		4,206
Scotland.....	132,036	141,254	4,621,483	4,686,265
Sweden and Norway.....	39,806	31,731	12,500	242,078
Switzerland.....	54,943	53,918		
Turkey in Asia.....	58,719	75,432		
" Europe.....	3,965	97,191		
Uruguay.....			6,292	8,857
Venezuela.....	37,775	16,280	2,151	
Hawaiian Islands.....	22,453			
Sicily.....			2,600	
Total.....	20,555,687	13,418,253	64,349,787	98,796,856

Grain. For many years Baltimore has been an important grain exporting port, and at the present time its cereal trade is exceeded by only one port on the Atlantic coast. The natural location of the city with respect to the interior makes it the nearest point of export to central Ohio and the central valley of the Mississippi. This involves a much shorter haul, and naturally results in a decided preference for Baltimore over other seaboard cities, by grain shippers from the southern and middle West. The annual receipts average about 30,000,000 bushels, although in 1892 the enormous aggregate of 50,794,541 was reached. The bulk of this is drawn from Ohio, Indiana, Illinois, Kentucky, Iowa, Missouri, Kansas and Nebraska. During the winter months, when the great lakes and the Erie Canal are closed, the area under tribute is extended far into the Northwest. The heaviest exports are to Great Britain, Germany, Holland, Denmark and Belgium. Seven storage elevators and five floating transfer elevators provide ample facilities for the prompt receipt and rapid distribution of grain. The storage elevators have a capacity of 5,850,000 bushels. The transfer elevators can transfer 21,000 bushels per hour. The storage and delivery charges for a period of ten days are one and one-quarter cents per bushel for grain received from cars, and one and one-half cents when received from vessels. An efficient inspection department, with a chief inspector at its head, inspects and grades all grain arriving at public store-houses. The administration of the department is vested in a bureau of inspection, composed of the president of the Corn and Flour Exchange and the chairman of the wheat and corn committees. The inspection charges are twenty-five cents per car, and five cents per hundred bushels when received by vessel and delivered according to grade. The supply of flour is drawn from the West—Illinois, Indiana and Minnesota—and, in a less degree, from city mills. Of the 3,732,150 barrels forming the aggregate receipts for 1892, 3,055,458 barrels came by rail and 499,989 from city mills. Exportations are principally to Brazil, Great Britain and the West Indies. The development of the trade is seen in the following table:

RECEIPTS OF GRAIN.

YEARS.	WHEAT. bus.	CORN. bus.	OATS. bus.	RYE. bus.	BARLEY. bus.	MALT. bus.	CLOVER AND TIMO- THY SEED. bus.	TOTAL bus.	FLOUR. bbls.
1892	17,571,332	20,631,527	2,185,676	922,685	375,766	.....	107,555	50,794,541	3,732,150
1891	18,743,394	6,928,096	1,687,112	1,206,813	149,149	150,389	89,942	28,954,805	3,099,399
1890	6,378,638	21,093,894	2,556,630	463,880	288,036	484,141	258,880	31,530,049	3,888,937
1889	6,889,432	18,354,018	1,969,916	260,300	628,395	.....	117,196	28,219,257	3,189,572
1888	7,004,443	6,943,839	2,110,028	200,363	1446,751	.....	120,251	16,825,675	3,015,648
1887	13,150,486	9,126,699	1,810,280	111,648	493,479	333,929	111,482	25,138,003	3,161,263
1886	12,310,534	15,099,869	1,809,258	247,454	422,869	205,587	.....	30,095,571	1,928,194
1885	8,414,114	15,948,828	1,801,794	293,296	424,946	266,100	.....	27,149,078	1,589,063
1884	17,756,630	7,093,051	1,660,902	608,639	380,141	218,695	.....	27,718,058	1,200,345
1883	17,146,432	11,779,638	1,192,462	207,483	308,399	131,407	.....	30,765,821	1,158,380
1882	17,898,569	3,401,308	1,041,743	118,524	310,317	.....	.....	22,770,461	1,227,264
1881	20,933,255	15,486,884	935,616	178,514	332,785	.....	.....	37,867,054	1,248,257
1880	36,414,393	16,590,291	1,172,487	224,506	321,195	.....	.....	54,722,872	1,378,587
1879	34,634,426	23,162,986	1,616,927	154,331	259,307	.....	.....	59,827,977	1,333,232
1878	22,017,120	17,907,108	1,052,046	59,631	350,000	.....	.....	41,035,905	1,412,652
1877	7,331,540	21,212,399	831,182	116,689	.....	.....	.....	29,491,810	1,171,248
1876	3,945,247	24,684,230	810,212	112,160	.....	.....	.....	29,551,849	1,389,538
1875	4,409,670	9,567,141	977,514	74,529	.....	.....	.....	15,028,854	1,391,843
1874	6,389,834	9,355,467	1,139,216	118,548	.....	.....	.....	17,003,065	1,560,997
1873	2,810,917	8,330,449	1,255,072	100,519	.....	.....	.....	12,496,957	1,312,612
1872	2,456,100	9,045,465	1,959,161	90,938	.....	.....	.....	13,551,664	1,175,967
1871	4,076,017	5,735,921	1,833,409	88,956	.....	.....	.....	11,734,303	.....

*Includes Malt.

EXPORTS OF GRAIN.

YEARS.	WHEAT. bus.	CORN. bus.	OATS. bus.	RYE. bus.	BARLEY. bus.	CLOVER AND TIMO- THY SEED. bus.	TOTAL bus.	FLOUR. bbls.
1892	16,661,559	18,995,907	172,271	740,670	26,785	107,463	36,704,455	3,661,623
1891	16,074,292	4,096,234	546	796,577	.....	234,064	21,191,713	2,703,715
1890	4,817,614	18,854,951	617,053	41,900	17,847	239,958	24,579,323	2,624,282
1889	4,507,165	16,617,177	.....	.....	.....	.....	21,256,362	2,332,805
1888	4,161,129	4,419,977	5,670	.....	21	.....	8,724,271	2,417,874
1887	10,717,353	7,158,432	1,422	.....	42	137,453	18,048,979	3,081,246
1886	10,575,290	14,076,379	1,160	.....	84	85,844	24,652,899	1,662,504
1885	4,575,262	13,752,196	33,620	.....	70	.....	18,394,881	1,093,093
1884	16,511,340	4,993,759	900	33,728	75	.....	21,903,979	437,713
1883	15,375,093	10,012,247	4,038	397,980	.....	.....	25,478,909	441,477
1882	12,564,407	1,371,823	6,262	87,531	.....	.....	18,942,492	463,378
1881	19,676,640	12,733,083	10,035	.....	.....	.....	32,421,758	413,923
1880	33,768,985	14,686,908	19,825	.....	.....	.....	48,475,718	497,042
1879	32,144,349	21,327,419	76,577	29,034	.....	.....	53,577,379	447,134
1878	19,610,791	16,953,458	19,018	49,584	34,148	.....	36,666,999	590,150
1877	5,479,567	19,268,725	.....	.....	.....	.....	24,748,292	369,519
1876	1,659,861	20,953,724	.....	.....	.....	.....	22,613,585	426,094
1875	2,046,430	6,989,607	.....	.....	.....	.....	9,036,037	453,000
1874	3,556,848	5,959,757	.....	.....	.....	.....	9,580,267	474,758
1873	1,158,097	6,008,618	2,624	61,038	.....	.....	7,161,715	359,566

Cattle. Baltimore is steadily increasing in importance as a cattle market. It is in close proximity to the rich grazing fields of Virginia and Tennessee; Western stock is confined for a briefer time than when shipped to more northern ports; ample facilities are provided in well equipped stock-yards, and the steamship lines from this port are especially fitted for cattle transportation. The receipts at the Union Stock Yards for 1892 were: Cattle, 100,035; sheep, 233,420; hogs, 546,338. The first shipment of cattle to foreign ports took place in 1878. Since that time the trade has assumed large proportions, its development being indicated by the following figures:

Year.	Number.	Value.
1879.....	2,675	\$ 267,500
1880.....	10,758	949,858
1881.....	3,372	367,445
1882.....	3,824	473,835
1883.....	16,356	1,618,626
1884.....	15,393	1,747,095
1885.....	18,236	2,038,900
1886.....	12,493	1,307,410
1887.....	16,404	1,658,433
1888.....	23,286	1,903,512
1889.....	59,357	5,050,930
1890.....	90,847	7,481,340
1891.....	66,230	5,518,703
1892, to October 1.....	78,092	6,515,758
Total.....	117,923	\$36,889,345

Tobacco. Baltimore has always been the principal market for all tobacco grown in Maryland. But little of this is used for domestic consumption, the bulk being exported to Holland, Germany, France and Northern Europe. Baltimore is also the distributing point for much of the tobacco grown in Eastern Ohio, part of which is consumed in this country, part exported to Europe. Since early provincial days a system of official inspection has prevailed, designed for the protection of seller and purchaser. Three warehouses for this purpose are in operation in Baltimore. The transactions for 1892 are indicated in the following statement:

Stock on hand January 1, 1892.....3,788 hhds.

INSPECTIONS.

Maryland.....	24,811	
Deduct re-inspections.....	2,356	
		22,455
Ohio.....	6,520	
Deduct re-inspections.....	461	
		6,059
Virginia and Kentucky.....		61
		28,575
		36,458

Amount brought forward..... 36,458

SHIPMENTS OF MARYLAND AND OHIO TO

Bremen	3,804
Holland	12,469
Antwerp.....	97
Hamburg.....	797
England.....	50
France.....	12,089
North of Europe via New York.....	87
Taken for home consumption and by Baltimore manu- facturers and re-packers.....	2,247
Shipments of Virginia and Kentucky of Baltimore inspection.....	30
	31,670

Stock December 31, 1892..... 4,788

STOCK DIVIDED.

	Md.	Ohio.	Va., Ky.
First hand.....	63	203	..
Shippers.....	2,837	218	..
Manufacturers.....	482	932	53
Total.....	3,382	1,353	53

Cotton. The cotton receipts of Baltimore, though considerable, are hardly of the magnitude to be expected from so favorable a point of export. Local storage and compressing facilities are excellent; ocean freights are cheaper, and higher prices are obtained here than at more southern parts. With the extension and development of southern transportation facilities, it is probable that this trade will undergo marked expansion. The movements for the year ending August 31, 1892, compared with those of the preceding year, are as follows:

	1892.	1891.
Gross receipts, bales.....	386,205	281,570
Add stock carried over.....	5,500	200
Total.....	391,705	281,770

DISTRIBUTION.

	1892.	1891.
Exported, Great Britain.....	128,962	78,742
" Continent	154,678	93,374
" France	7,611	13,774
Coastwise and spinners' takings	89,266	90,380
Destroyed by fire.....	1,288	.....
Stock on hand, August 31.....	9,900	5,500

The chief articles of export in addition to the above are: provisions, copper, oils, lumber, oil cake, seeds and whiskey. The principal items included under the head of provisions are lard, beef (canned and fresh), tallow, bacon and pork. For the fiscal year 1892, these items formed a total amount of 146,996,099 pounds, valued at \$11,188,685. Extensive

copper mines and works in Montana and Arizona are controlled by Baltimore interests, and the entire output is marketed in Baltimore. Nearly twenty thousand tons of the matte, valued at \$2,713,767, were exported in 1892, in addition to 11,806,294 pounds of ingots, valued at \$1,467,288. Among exported oils, petroleum, lubricating and cottonseed are the most important. Oil to the value of \$771,646 was sent abroad in 1892. In addition to the enormous quantity of lumber received for local consumption—some seventy million feet in 1892—exports in boards, staves and logs during the year aggregated one and a half million dollars. Oil cake added a value of \$1,027,877; timothy and clover seed, \$736,031, and whiskey, \$512,983.

Coffee. For almost a century Baltimore has been a leading centre for the importation and distribution of coffee. The supremacy of the Baltimore clipper led to the early development of the trade, and it has since been maintained by long established firms. For a series of years the volume of imports decreased with the keen competition of other seaboard cities, but the normal tendency has more recently begun to assert itself. During 1892, trade was larger and more profitable than for some years past. The volume of imports aggregated 183,458 bags as against 166,689 in 1891, showing an increase of 16,769 bags. Aside from the benefits arising from intimate acquaintance with the trade, Baltimore possesses certain definite advantages as a favorable point of import. These consist in advantageous location, involving lower rates for interior shipment, ample facilities for receipt and distribution, and extraordinarily low terminal charges. This latter point is especially deserving of emphasis,—careful estimates showing an advantage of nearly fifty per cent. in favor of Baltimore as against other Atlantic seaports.

Fruit, etc. A fleet of vessels is engaged in the fruit trade between Baltimore and the West Indies. Pineapples, cocoanut and bananas are largely imported for home consumption and general distribution. In 1892 imports under this head aggregated \$607,746, as against \$541,077 in 1891. Baltimore is one of the largest manufacturing centres of fertilizers in the country, and hence a heavy importer of chemicals—soda ash, brimstone, muriate of potash, nitrate of soda, etc. The volume of imports is further swelled by iron ore, 421,712 tons (1892); tin plate, 52,004,521 pounds (1892); sugar, 15,599,263 pounds (1892).

The extent of Baltimore commerce is further shown in the following statement of the tonnage movement and number of immigrants landed at the port for the fiscal year ending June 30, 1892:

TONNAGE MOVEMENT.

Nationality.	Sail.		Steam.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
American, foreign trade.....	166	52,638	9	2,701	175	55,339
British.....	20	6,551	531	846,719	551	853,270
Danish.....			1	1,198	1	1,198
Dutch.....			5	10,009	5	10,009
German.....	1	271	59	162,320	60	162,591
Italian.....	13	9,248	1	1,324	14	10,572
Norwegian.....	2	1,501	44	23,829	46	25,330
Spanish.....			3	5,059	3	5,059
Total for 1892.....	202	70,209	653	1,053,159	855	1,123,368
“ 1891.....	203	78,994	414	627,761	617	706,755
Entered coastwise 1892.....					1,153	1,192,137
“ “ 1891.....					1,215	1,150,882

*59 per cent. increase.

CLEARED.

Nationality.	Sail.		Steam.		Total.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
American, foreign trade.....	147	51,817	7	714	154	52,531
British.....	18	6,205	627	1,004,474	645	1,010,679
Danish.....			1	1,198	1	1,198
Dutch.....			23	44,521	23	44,521
German.....	1	271	97	239,052	98	239,323
Italian.....	2	1,121			2	1,121
Norwegian.....	3	2,021	44	24,324	47	26,345
Spanish.....			5	8,217	5	8,217
Total for 1892.....	171	61,435	804	1,322,500	975	*1,383,935
“ 1891.....	185	55,677	523	849,538	708	905,215
Cleared coastwise 1892.....					1,909	1,524,602
“ “ 1891.....					1,930	1,501,158

*53 per cent. increase.

IMMIGRATION.

Nationality.	Male.	Female.	Total
Argentine Republic.....	1	2	3
Austria.....	2,922	1,486	4,408
Belgium.....	3	1	4
Bohemia.....	1,101	1,021	2,122
British West Indies.....	7	5	12
Denmark.....	164	113	277
England.....	187	125	312
France.....	13	11	24
Germany.....	17,080	16,667	33,747
Hungary.....	1,864	734	2,598
Ireland.....	51	66	117
Italy.....	2	.....	2
Netherlands.....	60	47	107
Norway.....	25	19	44
Poland.....	517	153	670
Portugal.....	2	.....	2
Romania.....	10	6	16
Russia.....	6,044	4,366	11,010
Scotland.....	5	2	7
Sweden.....	172	131	303
Switzerland.....	11	15	26
Turkey in Europe.....	4	8	12
Totals.....	30,845	24,978	55,823
Passengers not immigrants.....	.....	.....	1,500
Grand total, 1892.....	.....	.....	57,323
Grand total, 1891.....	.....	.....	42,004

CUMBERLAND.

Some idea of the causes of Cumberland's immense trade, and advantages as a distributive point, may be better comprehended after a brief description of its railroads and the country through which they form channels for the outlet of the products of the farm, forest and mines. For what may be known as local distribution, it has several distinct roads. The Cumberland and Pennsylvania Railroad with its branches runs up through the mining region, and taps the towns of Eckhart, Mt. Savage, Frostburg, Lonaconing and Piedmont, whose aggregate population is over 15,000 souls, all living within twenty-eight miles of Cumberland. The George's Creek and Cumberland Railroad reaches Lonaconing by another route. The Piedmont and Cumberland, an extension of the West Virginia Central and Pittsburg, parallels the Baltimore and Ohio through one of the most fertile of Allegany county's agricultural districts, and at Piedmont connects with the parent line. This opens up for one hundred and twenty-two miles the vast timber lands and gas coal regions of West Virginia. For the shipment of merchandise and coal to the large eastern and western markets, there are the main stem of the Baltimore and Ohio, the Pittsburg and Connellsville, and the Pennsylvania Railroads, which last road obtains an entrance to the city over the tracks of the State line branch of the George's Creek and Cumberland

Road. Added to this, the Chesapeake and Ohio Canal, which has its western terminus in this city, affords direct connection with tidewater at Georgetown, D. C.

With all these facilities the expeditious handling of freight is, comparatively speaking, an easy matter. With Cumberland as an entrepot, immense quantities of merchandise are received and distributed over the different lines mentioned. The express business for the months of October, November and December of 1892 shows over a million and a half of pounds received and forwarded. The United States Express Company handled 733,457, the Adams Express Company 437,976, and the Cumberland and Pennsylvania Express Company 532,000 pounds.

The freight handled, exclusive of coal, for the same period by the Baltimore and Ohio Railroad amounted to 135,195,703 pounds; that handled by the Cumberland and Pennsylvania was 53,420,000 pounds; by the West Virginia Central, over the Piedmont and Cumberland, 92,703,436 pounds; by the Pennsylvania Railroad, to and from Cumberland, 68,435,433 pounds. To recapitulate, the tonnage of the express and freight business done in Cumberland during the months of October, November and December of 1892 was as follows:

United States Express	733,457
Adams	437,976
C. & P.	532,000
Total.....	1,706,433

The freight handled, exclusive of coal, for the same period, was—

Baltimore and Ohio	135,195,703
Cumberland and Pennsylvania .. .	53,420,000
West Virginia Central.....	92,703,436
Pennsylvania Railroad.....	68,435,433
Total.....	352,829,963

Total pounds of express matter.....	1,706,433
Total pounds of freight matter.....	352,829,963

Grand total.....	354,536,396
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From the trade for the last three months of 1892, some conception of the annual business carried on may be formed. This tonnage, it must be remembered, is wholly made up of merchandise; coal, the most important article of distribution, does not enter into it at all. The statistics of the Cumberland coal trade, which are published annually, report an output from the twenty-nine companies engaged in mining, of over four millions of tons for 1892, and the employment of every railroad entering Cumberland in their removal to the seaboard.

The number of tons mined, and the tonnage delivered by the different railroads to Cumberland, and there distributed, was as follows:

FROM—	To B. & O. R. R.	C. & O. Can.	Penna. R. R.	Local.	Total.
Cumberland & Pennsylvania R. R.	1,343,905	93,705	214,011	83,089	1,734,710
Eckhart Branch R. R.	312,452	170,116	.....	36,755	519,323
George's Creek & Cumberland R. R.	208,112	.....	568,003	28,202	804,317
West Virginia Central Railway	345,987	3,080	423,472	198,675	971,214
	<u>2,210,456</u>	<u>266,901</u>	<u>1,205,486</u>	<u>346,721</u>	<u>4,029,564</u>

The successful handling and disposition of this vast amount of freight places Cumberland in the front rank of cities of its size as an admirable distributive point.

The West Virginia Central Railway is about to build an extension from Cumberland to Hagerstown, at which point it will connect with the Western Maryland Railroad, and will afford Cumberland another artery of commerce. Surveys have been made for another road to reach the rich agricultural communities or upper villages of the South Branch, and an extension of the electric railway of Cumberland through the entire mining portion of the county is also among near possibilities, a company having already been chartered and organized for this purpose.

HAGERSTOWN.

Any consideration of the trade and commerce of Hagerstown involves in large measure the trade of Washington county, of which it is the geographic as well as business centre. Before the construction and development of railroad systems, in the days of the "Conestoga Wagon" with its "bell team," wheat, the staple product of the county, was ground in local mills. For many years the county stood well in the lead in production of this cereal, and its numerous available streams placed ample mill power within easy reach of every section. The county seat being the banking centre, farmer and miller went there for the purchase and sale of the commodity, and the National road was the highway to market. The early development of a fine system of macadamized roads, radiating hence to every section of the country and affording easy transportation, in winter especially, tended still further to such concentration. When the railway development came, natural conditions led to the same centering and radiation, so that now there is no village or point within the county more than three or four miles distant from a railroad station.

The Cumberland Valley Railroad, running from Harrisburg, Pennsylvania, to Winchester, Virginia, crosses the whole width of the State here, a distance of twelve miles, and brings into close connection the whole of the Pennsylvania system. The Shenandoah division of the Norfolk and Western, beginning here, extends to Roanoke, Virginia, and

by its local connection with the Cumberland Valley, puts the city upon the great inside highway from New York to New Orleans and Memphis in the southwest, and to all Florida points in the southeast. A road is now being constructed from here to Cumberland which will connect, at this point, the Cumberland Valley and the West Virginia Central, thus making a direct route to the seaboard for the immense coal and timber products of West Virginia. The Washington County branch of the Baltimore and Ohio, running southward twenty-four miles through the county, connects it closely with that great thoroughfare.

The Western Maryland, striking the county at its northeast corner, traverses the greater part of its extent westward to its connection at Cherry Run, West Virginia, with the main line of the Baltimore and Ohio. It touches the Potomac at Williamsport, and by its branch from the mountain foot at Edgemont, thence to Shippensburg, Pennsylvania, connects with the Reading road, thus giving the advantage of close association with that extended system. There is thus secured to every smaller town, and to every section of the county, direct and frequent access to Hagerstown, and her distributive trade finds actual and active competition for transportation to every quarter, north, south, east and west. With twenty-eight passenger and express trains daily each way, it is not surprising that a large traffic has been developed in dairy products, fruit and poultry, for the markets of New York, Philadelphia, Baltimore, Washington and Pittsburg are all within less than twelve hours from the city.

Another phase of development, not immediately connected with Hagerstown, yet in part the outcome of its business enterprise and capital, and in large measure under the control of its citizens, is the peach industry. Along the slopes and foot hills of the mountains on either side, thousands of acres are now planted in peaches, and growing yearly in value. The crop of 1892, under the very adverse conditions attending it, exceeded a half million bushels, the whole of which was marketed in the eastern markets to private consumers, and not for canning, the quality being to growers of far greater moment than quantity. Under fair conditions it is expected that the crop of this year will greatly exceed a million bushels. As further indicating somewhat of the character and amount of its trade, may be noted these facts: The wholesale grocery and notion trade, reaching from Baltimore to Wheeling, from Harrisburg to Roanoke, amounts annually to over \$1,000,000; the sale and shipment of beef, cattle, sheep and hogs, exceeds \$600,000; of horses, \$250,000; of hay, \$100,000; of hardwoods, cut and in bulk, all exported, \$175,000. Retail trade is represented in part by the annual sales of dry goods, \$400,000; clothing, ready made, \$150,000; custom made, a like amount; shoes and hats, \$200,000; groceries, \$500,000;

leather and its products, \$75,000; hardware, \$150,000; agricultural implements, a large part of which, steam engines, threshers, clover hullers, etc., are made here, \$150,000; fertilizers, \$125,000; confectionery, \$100,000.

In the march of improvement the latest mill machinery has been introduced, and the manufacture and shipment of flour has also in large part centered here. From the four large roller mills and elevators in or controlled from the city, there is shipped as flour the product of about 300,000 bushels of wheat annually; the shipments of corn aggregate 100,000 bushels more. A large part, however, of the corn grown in the county is used in fattening cattle during the fall and winter, all being shipped from this point to Eastern markets, whence a part is exported directly to Liverpool.

THE EASTERN SHORE.

The Peninsula, comprising the Eastern Shores of Maryland and Virginia, and the State of Delaware, is about one hundred and seventy miles in length from north to south, and about sixty-five miles in width from east to west at its widest part. It is bounded on the east by the Delaware River and Bay, and the Atlantic Ocean, and on the south and west by the Chesapeake Bay. It is so penetrated on all sides by numerous navigable rivers, creeks and inlets, that it has been said that there are few farms, towns, or dwellings on the Eastern Shore of Maryland more than five miles from navigable water. This fact, with the smooth level roads, renders the matter of transportation by water a simple question. At the same time the absence of mountains and high hills, and the rarity of stone and rock, render the construction of railroads inexpensive. The railroads of the peninsula are, with two exceptions, so closely connected in organization, that no intelligible account of the railroads on the Eastern Shore of Maryland is possible without reference to those of Delaware and the Eastern Shore of Virginia.

The Peninsula is traversed from north to south by a line of railroad, a part of which is controlled by the Pennsylvania Railroad system. The Delaware Division of the Pennsylvania Railroad begins near Wilmington, Delaware, and runs through the State of Delaware, nearly parallel with the Maryland line, to Delmar (ninety-five miles). From this point the New York, Philadelphia and Norfolk Road runs through Maryland and Virginia to Cape Charles City, a distance of ninety-five miles (thirty-seven miles in Maryland). At Cape Charles City, connection is made by ferry with Norfolk, (twenty miles). These two roads make a continuous first-class road running from the extreme north to the extreme south of the Peninsula; and through trains make the run from Cape Charles City to Philadelphia in six and a half hours.

These roads are practically operated as a part of the Pennsylvania system. Connected with them, are a number of smaller tributary roads, also owned or controlled and operated by the Pennsylvania Railroad. Beginning on the Chesapeake side and with the most northerly, the Queen Anne and Kent Railroad runs from Centreville, the county town of Queen Anne's county, northeasterly through Queen Anne's and Kent counties to Massey's (twenty-five miles), connecting at that point with the Baltimore and Delaware Bay Railroad, and also with a branch of the Delaware Division, Pennsylvania Railroad, running from Townsend, in Delaware, to Massey's (nine miles). The Delaware and Chesapeake Railroad begins at Oxford, in Talbot county, and runs northeasterly through Talbot and Caroline counties to Clayton, Delaware (fifty-four miles, of which forty are in Maryland). The Cambridge and Seaford Road, running from Cambridge, in Dorchester county, northeasterly to Seaford, Delaware (twenty-seven miles, about twenty-two miles in Maryland), connecting at Seaford with the Delaware Division. The Crisfield Branch of the New York, Philadelphia and Norfolk Railroad begins at Crisfield, in Wicomico county, runs northeast to Peninsula Junction (seventeen miles) in the same county, connecting at that point with the New York, Philadelphia and Norfolk Railroad. On the Atlantic side, the Delaware, Maryland and Virginia Road begins at Franklin City, on Chincoteague Sound, in Virginia, near the Maryland line, and runs northerly, parallel with the Atlantic, to the Maryland line, and through Delaware, connecting with the Delaware Division at Harrington (seventy-eight miles, thirty-five miles in Maryland). These roads furnish excellent facilities for the transportation of freight and passengers to Philadelphia and points on the Pennsylvania system, all of them having two trains daily each way.

The Peninsula is traversed from east to west by the Baltimore and Delaware Bay Railroad, as yet unfinished. It begins at Bombay Hook on the Delaware Bay, at which point it connects with the New Jersey Central by ferry, and runs in a westerly direction, crossing and connecting with the Delaware Division at Clayton, and when finished will extend to Rock Hall, in Kent county, Maryland. It has been finished from Bombay Hook to Chestertown (forty-two miles), with a branch to Nicholson (nine miles—thirty-three miles in Maryland). It has been graded to within about four miles of Rock Hall, and will probably be finished in the course of this year. Rock Hall is immediately opposite the Patapsco river, and the nearest harbor on the Eastern Shore to Baltimore. From this point connection will be made by ferry with Baltimore (about eighteen miles). At present the road is operated from Clayton to Chestertown only. It is owned by parties interested in the New Jersey Central Railroad.

The Baltimore and Eastern Shore Railroad begins at Ocean City, a summer resort on the Atlantic coast, and runs northwesterly through Maryland to Claiborne, on Eastern Bay, a tributary of the Chesapeake (eighty-seven miles). From this point connection is made by boat with Baltimore (forty-two miles). This road is in the hands of a receiver, but is now in process of reorganization. The plan of reorganization includes the extension of the road from Easton, north through Talbot and Queen Anne's county, and Kent county to Centreville, Chestertown and Rock Hall, connecting at that point by ferry with Baltimore.

The number of manufactures or industrial enterprises on the Eastern Shore is limited. The people are engaged chiefly in farming, fishing and oystering. The country is naturally very fertile. It is level or rolling, has no large hills and no stone, and it is easily cultivated. Its agricultural products are chiefly wheat, corn and the other cereals and fruit. Large quantities of peaches, pears and other fruit are raised. Though possessing exceptional facilities for the raising of stock, this industry does not exist to any great extent. Attention has recently been called to the advantages of the Eastern Shore as a health resort, and there is already some travel to the locality for this reason. The freight carried by the roads consists, in addition to passenger business, of products of the farms and water. Large quantities of grain, fruit, oysters, fish and game are shipped to the North and West over these railroads, the return freight being chiefly coal, lumber and the usual requirements of a farming and fishing population.

CHAPTER X.

MANUFACTURES.

The history of colonial Maryland is essentially that of an agricultural community. Throughout the seventeenth and far into the eighteenth centuries "tobacco is king." It not only dominated all economic activities, but even entered into the details of social and political life. The commercial policy of England fostered its cultivation, as tending to preserve in her possessions an exclusive market for British manufactures. This fact, aided somewhat later by actual measures of repression, served to prevent any general industrial activity in provincial Maryland. Yet the natural advantages of mineral wealth and motive power could not be entirely suppressed. Iron-works were opened along the Patapsco river as early as 1715, and the regular exportation of pig-iron began in 1717. Thrifty German settlers, a little later, introduced the beginnings of wool and flax spinning, and the manufacture of linen and woolen goods. Numerous flour mills were attracted by the excellent sites along Jones' Falls, Gwynn's Falls and the Patapsco river, and this industry more perhaps than any other single cause, contributed to the early growth of Baltimore.

In 1769 a non-importation association was organized, and extended throughout the province. The discredit thus thrown upon the whole line of British manufactures, culminated five years later in a system of practical non-intercourse with Great Britain, and for a term of years the colonists were thrown largely upon their own resources. Varied branches of manufacture sprang up, and the province tended rapidly to become self-supporting. In 1778 we find in active operation linen, woolen, card and nail factories, paper and slitting mills and bleach-yards. The first sugar refinery was established in Baltimore in 1784, and five years later the manufacture of glass was introduced. A considerable number of flour mills, iron furnaces, cotton mills and tanneries were in successful operation in different parts of the State.

The industrial development of Maryland during the next half century is gradual, but substantial. Commerce and shipping, rather than manufactures, engage general attention; yet Baltimore steadily becomes a

leading centre for sugar refining, cotton duck manufacture, flour milling and metal production. In other directions progress is less marked, but everywhere the substructure is laid for the activity of later times. The new era may be said to have begun with the industrial revival following the close of the late war, and has ever since proceeded with rapid strides and over a widening area.

In industrial opportunity Baltimore is unsurpassed among American cities, and younger centres invite development in every section of the State. Geographical position and railroad connection afford special opportunities in the procurement of raw materials and the distribution of products. Interior situation confers great advantages upon the harbors of the State as favorable ports of entry. Healthful climate, cheap living, low rents, skilled labor, tax exemptions, favored sites, water frontage, motive power, are among the special attractions that invite manufacturing industries of all kinds.

BALTIMORE.

In these days of forced urban development, it is common for every new manufacturing town to claim extraordinary advantages as an industrial centre. Far-sighted men, however, recognize that the struggle for existence is nowhere fought out more relentlessly than in the commercial world; and that those cities which have attained industrial prominence by slow development and by force of natural advantages are far more inviting, other things being equal, than those which have been forced into temporary importance by artificial methods.

INDUSTRIAL ADVANTAGES.

The advantages which Baltimore offers as a manufacturing centre consist in natural location, in peculiar economic conditions, and in the liberal policy of its municipal administration. Reference has already been made to the advantages conferred by favored geographical situation and the establishment of direct lines of communication. In the case of Baltimore, closer proximity by several hundred miles to the great cotton belt of the South, to the grain-growing sections of the West, and to the wood, coal and iron wealth of the interior, affords cheap and easy access to the supplies required for industries of every kind. The labor supply is steady and efficient. As compared with New York and Philadelphia or Boston, skilled mechanics receive from twenty-five cents to one dollar a day less in building and iron industries, and seventy-five cents to one dollar and a-half less as compared with Chicago, St. Louis and Minneapolis. Unskilled labor is available at from one dollar to one dollar and a-half per day. This difference in labor cost does not involve lower efficiency or poorer living. In no other city of similar size in the

country are the laboring classes better off. The proximity of a rich and productive country, the cheapness of water transportation, and the economy of domestic distribution through public markets, combine to render the cost of living in Baltimore less than in cities of much smaller size. The cheapness of house rents in Baltimore is notorious. Neat and comfortable dwellings in respectable neighborhoods may be rented at fifteen and eighteen dollars a month, and houses in more favored sections with many conveniences can be had for twenty-five dollars a month. Handsome dwellings, desirably located and fitted with all modern appointments, may be rented for forty dollars a month. The supply of water available for manufacturing purposes is unlimited and furnished at a nominal rate. Desirable manufacturing sites can be obtained with or without water frontage, and plants as erected are exempted by special ordinance from municipal taxation.

INDUSTRIES.

The manufacturing interests of Baltimore include almost every important industry. The city is the largest manufacturing centre in the United States of ready-made clothing, oyster canning and fruit packing, shirts and overalls, fertilizers, straw goods and cotton duck, while its operations in other directions are absolutely even of greater magnitude. The statistics of important industries as returned by the Eleventh Census are as follows:

1.*

INDUSTRIES.	Number of establishments.	Capital Employed.	Wages Paid.	Average number of Hands Employed	Materials used.	Miscellaneous Expenses.	Goods Manufactured.
Brass Casting	7	\$ 1,689,428	\$ 663,056	1,187	\$ 785,852	\$ 30,745	\$ 1,903,850
Clothing	125	11,897,563	4,178,971	13,094	8,120,981	408,258	15,032,924
Fertilizers	25	4,163,347	399,741	638	2,566,577	197,316	3,957,345
Iron Foundries	65	5,041,767	1,897,450	3,436	1,789,085	235,833	4,718,189
Oyster and Fruit Canning	40	3,226,416	1,886,851	8,990	5,369,261	141,023	8,516,799
Liquors, distilled	5	1,421,225	94,824	146	683,861	1,029,220	2,085,560
Liquors, malt	27	4,924,988	532,739	690	1,508,482	963,062	3,825,174
Drugs and Medicines	20	975,725	246,028	698	779,251	290,599	1,947,950
Slaughtering and Meat Packing ..	14	1,153,856	225,112	421	3,668,147	75,232	4,311,412
Tobacco	350	4,208,451	1,240,093	3,242	2,522,336	1,260,387	5,906,333

PERCENTAGES OF INCREASE.

Number of establishments reported	35.22
Capital invested	104.63
Number of hands employed	40.39
Wages paid	121.83
Cost of materials used	44.27
Value of product at work	69.19

*Compiled from Census Bulletin, No. 269.

The following additional statistics are published through the courtesy of Superintendent Robert P. Porter, of the Census Office. They are preliminary in character, and subject to revision and correction before final publication:

II.

INDUSTRIES.	Number of establishments.	Capital. (a)	Miscellaneous Expenses.	Average number of Hands.	Wages.	Cost of Materials.	Value of Products.
Boots and shoes(b).....	49	\$ 938,514	\$ 38,605	\$ 1,334	\$ 571,660	\$ 808,388	\$ 1,711,367
Brick and tile.....	26	1,941,080	137,786	1,820	547,067	146,497	1,055,508
Confectionery.....	98	908,474	98,532	854	278,632	1,198,219	1,861,599
Clay and pottery products.....	10	492,957	8,894	617	261,715	116,010	500,625
Flouring and grist mills.....	11	1,008,048	153,609	240	172,548	2,775,120	3,285,721
Furniture(c).....	26	1,222,444	76,038	1,371	647,786	1,031,785	2,056,419
Hats & caps, not including wool hats.	18	724,457	86,672	843	395,072	697,580	1,261,522
Leather, tanned and curried.....	12	203,788	11,586	295	90,185	335,798	455,818
Lumber(j).....	31	1,789,101	121,118	1,243	752,976	1,819,479	3,105,288
Millinery and lace goods.....	6	59,075	5,482	167	53,038	68,940	155,500
Paints and oils(d).....	12	469,357	17,944	117	64,752	290,041	344,230
Pianos(e).....	4	1,063,987	128,460	737	532,160	406,592	1,291,165
Musical instruments(k).....	11	32,243	3,796	59	33,979	26,948	81,961
Printing and publishing(f).....	127	1,696,184	336,489	1,802	1,117,208	729,848	2,826,356
Shirts, factory products.....	78	418,400	44,225	1,311	345,497	596,993	1,191,918
Shipbuilding.....	19	1,256,422	91,545	975	616,410	692,740	1,640,317
Steel(g).....	11	648,908	39,596	320	156,104	473,271	749,207
Marble and stone work(h).....	55	1,164,457	169,892	731	461,895	644,541	1,571,945
Lithographing and engraving.....	4	188,800	22,810	197	125,766	98,331	316,352

(a) Does not include the value of hired property.

(b) Includes returns classified by the Census Office, as "boots and shoe uppers" and "boots and shoes, factory product."

(c) Includes returns classified by the Census Office, as "furniture, chairs," and "furniture, factory product."

(d) Includes returns classified by the Census Office, as "paints," and "oil, lubricating."

(e) Includes returns classified by the Census Office, as "musical instruments, pianos and materials."

(f) Includes returns classified by the Census Office, as "printing and publishing book and job," and "printing and publishing, newspapers."

(g) Includes returns classified by the Census Office, as "iron and steel;" "iron and steel, architectural;" "iron and steel, bolts;" "iron and steel, nails and spikes."

(h) Includes returns classified by the Census Office, as "marble and stone work" and "monuments and tomb stones."

(j) Includes returns classified by the Census Office, as "lumber, planing mill products," "lumber from logs or bolts."

(k) Includes returns classified by the Census Office, as "musical instruments and materials not specified" and "musical instruments, organs and materials."

Banking. The industrial development of any city is largely dependent upon the character and operations of its financial institutions. Baltimore banks are thoroughly in accordance with the growth and progress of the city and offer abundant facilities for mercantile transactions. The aggregate loans and discounts of the several national banks have increased nearly one hundred per cent. within a period of twenty years. The operations of State banks, banking and trust companies, contribute to make the result even more remarkable; and the wisdom and fidelity with which these institutions are managed is shown by the

fact that no chartered bank has failed in Baltimore within a period of sixty years. The development and resources of these institutions is indicated in the following statement of the operations of the national banks of Baltimore and of the increase in bank clearances within a term of years:

	Number.	Capital.	Surplus.	Loans and Discounts.	Deposits.
1870.....	13	\$10,891,985 00	\$2,679,883 57	\$17,069,159 92	\$13,215,291 03
1880.....	15	10,890,130 00	3,316,851 43	23,808,488 16	20,884,184 47
1890.....	19	12,313,260 00	4,975,346 75	31,727,650 32	29,748,822 45
1892.....	22	13,243,312 00	5,374,626 69	31,964,550 51	28,174,838 45

BANK CLEARANCES.

1886.....	\$616,303,898 35	1890.....	\$753,095,193 24
1887.....	659,346,471 55	1891.....	735,714,652 00
1888.....	620,587,729 65	1892.....	769,355,890 00
1889.....	650,583,571 15		

Clothing. The industrial development of Baltimore is exemplified in the growth of its clothing manufactures. Beginning some forty years ago, the trade assumed large proportions for a period, then suffered severely from the loss of southern and western business during the war, and finally entered upon a course of growth and expansion that has continued uninterrupted to the present day. The census of 1890 returned one hundred and twenty-five establishments engaged in wholesale manufacture, at least forty of which are organized for production upon a large scale. The products vary in character from the highest grades of merchant clothing, to the cheapest and plainest wares. Distribution is general, though the chief markets are in the south and southwest.

Canned Goods. All the world over Baltimore is famed as a great centre for the canning of oysters and the packing and preserving of vegetables and fruits. Some of the largest establishments in the country are located here and Baltimore brands command a wide market. The local oyster pack in 1892 aggregated five and one-half million bushels, although as a result of superior distributive facilities, almost the entire product of Chesapeake Bay is marketed here. Crisfield, Cambridge, Oxford, St. Michael's and Annapolis follow Baltimore in about the order named, as important oyster canning centres. During the summer months most of the canning establishments engage in vegetable and fruit packing. Immense quantities of corn, tomatoes and green peas, drawn largely from adjacent counties and the Eastern Shore, are so consumed. berries, peaches and pine-apples, of which more than a half million dozen were imported in 1892, form the favorite fruits. Distribution, as

before stated, is very general, reaching throughout this country, and into every quarter of the globe. The packing industry has also made Baltimore an important centre for the manufacture of tin cans, about fifty million pieces being annually produced.

Tobacco. The proximity to Virginia, North Carolina and the great tobacco regions of the country, together with a large domestic production, has made Baltimore a leading centre for manufactured tobacco. In smoking tobacco, its production exceeds that of any other city in the United States, and it is a large producer of cigars and cigarettes. Distribution is largely in the Western and Northwestern states, and throughout the South. The extent of the industry is shown in the following statistics for the year ending December, 1892:

Number of Cigar Factories in district.....	808
“ Tobacco Factories in district.....	24
“ Snuff Factories in district.....	6
“ Pounds of Tobacco manufactured.....	9,872,270
“ “ snuff manufactured.....	1,759,848
“ “ Fine Cut manufactured.....	532,641
“ “ Leaf worked for cigars.....	2,072,270
“ “ Leaf worked for Cigarettes.....	158,823
“ Cigars manufactured.....	109,046,916
“ Cigarettes manufactured.....	31,742,976
“ Pounds of Sumatra Leaf imported at the rate of \$2.00 per pound.....	61,406
“ Pounds Havana Leaf imported at the rate of 35 cents per pound.....	249,368
“ Pounds Leaf Tobacco exported.....	54,306,880
“ “ Stems Tobacco exported.....	10,068,634

Iron Foundries. Under the head of foundries and machine shops are classed a large number of extensive establishments engaged in the manufacture of structural iron, heating apparatus, machine tools, stoves, elevators, guns, power-transmission machinery, steam engines and safes. The operations of these firms extend over a wide territory, and their products enjoy a high reputation. One firm makes a specialty of heating apparatus and gas works, and has erected wholly or in part, gas plants in New York, Chicago, Brooklyn, St. Paul, Norfolk, Rochester, as well as in Cuba and South America. A second is extensively engaged in the manufacture of special machinery, and possesses unusual facilities for the manufacture of machine-moulded gearing. A third devotes particular attention to elevators and hoisting machinery, and a fourth to safes and vaults. Many other firms are engaged in the general manufacture of ornamental and other iron work for architectural purposes, and in the preparation of special machinery. Baltimore has been the pioneer in the manufacture of the loom for weaving cotton duck, to which her reputation for the superiority of cotton products is largely due. Other

important forms of machinery have been devised and developed here, notably the linotype machine.

Fertilizers. Baltimore is in advance of all American cities in the manufacture of fertilizers. In 1832 the first guano was imported from Peru for local use; soon after the manufacture of a fertilizer from crushed bone was begun, the product being sold to farmers of the adjacent counties. Maryland furnishes a great amount of burnt lime for agricultural purposes; its soil also contains large deposits of marl. But most of the raw materials used in this manufacture come from external sources. The phosphate rock from South Carolina is the most important source of phosphoric acid. The necessary nitrogen or ammonia is derived from tankage, ground-crackling and similar refuse from the great slaughter houses of the West, other sources being bones, fish scraps and bone black. Large quantities of natural guano are brought to Baltimore from the great deposits at Navassa Island. The potash used in fertilizers is obtained almost entirely from Europe, its most important source being the mineral kainite, largely imported from Germany.

Ship-Building. In the earlier years of the century Baltimore was renowned for her ship-yards, and "Baltimore clippers" were famed all over the world. As the sailing vessels were replaced to a great extent by steamers, iron taking the place of wood in the construction, this industry for a while declined; but she is now rapidly regaining her position as a ship-building centre. During the past year, sixty-one vessels of an aggregate net tonnage of 17,277 tons were launched from local ship-yards. The largest establishment is located on a tract of land adjoining Fort McHenry. The two steam ferry boats, *Robert Garrett* and *Erastus Wiman*, plying between New York and Staten Island, and the new ice boat *Annapolis* represent the work of this establishment. The United States gunboat *Petrel* was turned out in 1889, and in the following year the oil-tank steamer *Maverick* was completed, the first vessel of the kind built on this side of the Atlantic. The United States cruisers *Detroit* and *Montgomery* are the most important products of the establishment. The activity of the Marine Department of the Maryland Steel Company is described in another place. A number of other ship-yards for construction and repair work are in successful operation.

Flour Mills. Baltimore flour mills are among the most productive on the Atlantic seaboard. Six large mills are in operation, two of which are in the city, and four in suburban towns. Although some of these date from almost the foundation of Baltimore, the modern process of crushing and sifting, known as the roller system, has been introduced, and flour of the highest grade is turned out. The local supply of wheat is drawn from Maryland, Virginia, West Virginia, Pennsylvania and

Delaware, and the output is used for home consumption, for export to Brazil and the West Indies, and for distribution throughout the South. The mills combined have a daily capacity of nearly three thousand barrels. Baltimore enjoys peculiar advantages as a milling centre. Not only is Maryland and Virginia wheat rich in all properties necessary for producing flour of the highest grade, but the immense volume of grain poured in from the West permits the choice of the finest varieties from every wheat-growing State.

Liquors. A number of breweries are in active operation, which not only provide for the home consumption, but supply a wide external market. Baltimore beer may now be found in all sections of the country, and it is estimated that the trade is increasing at the rate of about ten per cent. per annum. The flourishing condition of the industry, and the possibility of its further extension, have in the last few years attracted foreign capital, and large investments have been made. Several entirely new plants of model design and equipment have been recently erected. A number of distilleries are also operated, the product selling largely in the South and the Southwest, as well as at home; and this industry has considerably increased in the last few years.

Lumber. Railroads and steamship lines bring annually to Baltimore large quantities of woods from the West and South; hard woods and white pines from West Virginia, Wisconsin, Michigan, Arkansas, Indiana and Ohio; yellow pine from Tennessee, North Carolina, Georgia and Pennsylvania. The total receipts for local consumption aggregated in 1892 about ninety million feet. The value of timber exported during the fiscal year 1891-1892 was \$1,467,970. Some twenty-five wholesale and thirty retail dealers are engaged in the trade, together with fifteen manufacturers of packing boxes, and eleven planing mills, sash, door and blind factories. The activity of all these establishments has been stimulated by the great increase in building during the past few years. The larger manufacturers and wholesale dealers control independent mills in the South and West, from which direct shipments are made.

Furniture. Every conceivable variety of furniture, from the simplest office-fixtute to the most elaborate drawing-room equipment, is manufactured in Baltimore. The expansion of this industry is due partly to the natural location of the city and the cheapness of raw materials, partly to the efficiency of the labor supply. Large quantities of oak, maple, walnut, poplar, pine, ash, cherry, rosewood and mahogany are annually consumed. These supplies are drawn from the West, and to an increasing extent from the South. Distribution takes place over a wide area. Of the middling and cheaper grades, the South takes the largest quantity, while the higher grades are sent to every part of the country. The home demand for expensive goods in mahogany and rosewood forms a

considerable item, while the remaining proportion of hardwoods is consumed largely in the adjacent States.

Drugs. In this line of business Baltimore is the leading market of the South, both for manufacture and distribution. Raw chemicals, such as muriatic, nitric and sulphuric acids, sulphate of ammonia, saltpetre and bichromate of potash, are extensively produced. A great part of the output is used in the home market in the manufacture of fertilizers and drugs; the remainder is taken by the Southern and Middle States. A large market has also been created for patent or proprietary medicines of local manufacture.

Brass Casting. Brass founding and finishing forms one of Baltimore's most successful industries. The goods produced are of two general classes, the first consisting of steam, water and gas fixtures and plumber's supplies; the second, of church bells and chimes. The long establishment and successful operation of this industry has created a supply of skilled and intelligent labor. Particularly in the production of church bells has Baltimore attained prominence. One of the works covers six acres of ground, and is, probably, the largest establishment of its kind in the world. The peal of Baltimore bells may be heard in places as far removed as China, Burmah, India, Japan, Liberia, Turkey, Egypt, Brazil, Cuba, Jamaica, England, Bulgaria, Mexico, throughout Canada and the British Provinces, and in every State of the Union.

Shoes. The shoe and leather interests of Baltimore fall naturally into two classes, distributive or jobbing establishments and productive or manufacturing industries. As a distributing centre for boots and shoes, this is one of the largest and closest markets in the country. The sources of supply are New England, home manufactures and to a slight extent, New York and Pennsylvania. Sales are made largely in the South. A review of the market for the five years ending in 1891 shows an increased distribution of thirty per cent.; this, in face of growing competition and erection of new factories in all parts of the country.

Copper Refining. For many years Baltimore has been the leading centre in the United States for copper refining. Inexhaustible mines in Arizona and Montana are controlled and managed by local interests, and their entire product is shipped to Baltimore either for treatment in the extensive works located at Canton or for shipment abroad. The principal business of the works at Canton is the refining of the ore destined for consumption in this country. This is brought direct from the smelter in Montana to the reducing plant—twenty-five hundred miles by rail—in bulk, without transfer, in the form of matte of sixty per cent. copper, and is here treated in reverberatory furnaces, converted into refined ingot copper, and sold for use in every State in the Union. It goes into all forms of brass and bronze castings. In 1891, over thirty-two million

pounds of this refined copper, known the world over as the "Baltimore Brand," were turned out. Besides the pure copper, a large quantity of copper sulphate or blue vitriol is produced, the sulphuric acid used in the manufacture being also made here.

Bricks and Tiles. This industry has already been spoken of under the subject of Clay, in the chapter treating of mineral products. Baltimore pressed bricks have for many years enjoyed high reputation, and shipments are now made to every part of the country. The Baltimore clays are also suitable for terra cotta and roofing tile manufactures. Large plants equipped with improved machinery produce a superior article for roofing purposes, and supply points throughout the north, west and south. Finer goods designed for house decoration rival the imported ware in both elegance of design and in perfection of finish.

Potteries. There are in Baltimore five potteries, with twenty or more large kilns, employing about seven hundred and fifty men and women in making and decorating their wares. Baltimore products have attained a high reputation for artistic design and superior workmanship throughout the United States. Local clays are sufficiently fine and free from iron to be suited for the manufacture of the coarser grades of stoneware and pottery, while the three requisites for porcelain manufacture, flint (vein quartz), feldspar, and a fine clay, all occur in excellent quality within the limits of Maryland and the adjoining portions of Pennsylvania and Delaware. Flint is largely quarried in Harford, Carroll and Howard counties; a useful soda feldspar is obtained near Rising Sun, Cecil county, and the best potash feldspar from Brandywine Summit, Delaware county, Pennsylvania. A few of the finer china clays come from Cornwall, England. Maryland coal is also unsurpassed for firing pottery kilns.

Straw Hats. Baltimore has been identified with the manufacture of hats for more than a century. Down to the outbreak of the civil war, the city was a leading centre in the production of fur hats, and though there was a considerable falling off in this industry at the time, the close of the war was followed by the rise of a new enterprise—the manufacture of straw hats; and the younger industry soon exceeded the older, both in number of establishments and amount of production: Baltimore has continued to enlarge and increase this trade, and is at present the leading city in the United States in the manufacture of the best class of straw hats. Nine manufacturing establishments are in active operation, with an aggregate capital of about six hundred thousand dollars. They give employment to about five hundred skilled male and seven hundred and fifty female operatives, and the annual product is estimated at upwards of three million dollars.

Cotton Duck. Baltimore is the largest manufacturing centre of cotton duck in the world, turning out about two-thirds of the entire amount produced in the United States. The village of Woodberry has been built up largely through this industry, and is its chief site. In addition to local plants, two or three more distant mills contribute to the Baltimore trade. The annual product aggregates some two million yards, giving employment to about five hundred people. Large quantities of yarn and twine are also produced. These goods are in demand in every quarter of the world.

Shirts and Overalls. In the manufacture of shirts, drawers, overalls and white goods in general, Baltimore is probably the most important centre in the country. The industry has largely developed from modest beginnings and attained importance by the excellence of its products. One extensive establishment is devoted exclusively to the manufacture of night-shirts. A number of factories are engaged in the production of shirts and overalls and in the manufacture of drawers and cotton goods.

Confectionery. Baltimore confectionery has a wide reputation for purity and superiority of composition. Most of the establishments so engaged conduct in addition, a flourishing distributive trade in Mediterranean and West Indian imports. It is estimated that the total volume of business annually transacted in both of these lines aggregates some five million dollars.

Other Industries. An immense jobbing trade in dry goods and notions is transacted by Baltimore establishments, largely with northern and adjacent States. Heavy importations are made, and the volume of business transacted in 1892 was estimated as exceeding thirty-five million dollars. Much of the stone, marble, granite and slate quarried in Maryland is made up or marketed in Baltimore. As the mineral resources of the State are being more fully developed, this industry is steadily increasing, and local marbles more generally used. Crockery and queensware are handled by a number of long-established firms. Supplies are largely imported, and Baltimore possesses great advantages as a port of entry for merchandise of this kind. Baltimore pianos and musical instruments in general, are widely and favorably known. One establishment employs some seven hundred men in the manufacture of pianos, famous for their delicacy and excellence. The demands of local boot and shoe factories have stimulated a large trade in leather; heavy shipments are also made to northern and eastern markets. Extensive tanneries in Maryland and Virginia are controlled by the larger dealers. Paints and oils are largely produced and distributed. Well-known brands of ready-mixed paints are prepared here, and the closely allied goods, window glass and paint brushes, are successfully manufactured. Baltimore is the leading distributing point of hardware and tinware

throughout the South. House furnishing goods are also manufactured. The supply of wooden and willow-ware is now almost entirely provided by local factories instead of being drawn as hitherto from the Eastern states. The oldest lithographic establishment in the United States has its parent plant in Baltimore. Several establishments are now in operation, producing work of the highest grade. Baltimore contributes more than one-half of the entire production of curled hair in the United States, and continues to increase her output in this direction. The city is also an important point of distribution for millinery throughout the South and West.

Although the industrial activity of Baltimore is largely concentrated, flourishing manufactures are in operation in such suburban towns as Wetheredsville, Alberton, Granite, Laurel, Phoenix and Mount Washington, and the present tendency seems towards the more general location of manufacturing establishments in the outskirts of the city.

Sparrow's Point. The great works of the Maryland Steel Company at Sparrow's Point, on the north branch of the Patapsco, have been already described in the chapter on Mines and Minerals.

Curtis Bay. An active industrial settlement has sprung up at Curtis Bay, on the north side of the Patapsco River, a few miles below the city. It embraces about fifteen hundred acres of land with an extensive water front. The water has an average depth of twenty-five feet, permitting vessels of large draught to discharge their cargoes in bulk. Important and varied industries, either established by local capital or attracted from without by the natural advantages and enterprising management of the place, have led to an extraordinary development within the last few years. A large sugar refinery has been erected, and is expected to bring back to Baltimore its early prestige in this industry. Extensive car works are in operation, employing some five hundred men and turning out fifteen new freight cars daily. Nut and bolt factories, an iron foundry, machine shops and a barrel factory are also in operation. A large rolling-mill is in process of erection. Several hundred neat and substantial brick houses have been erected to meet the demands of the growing population, while churches and schools give the locality all the best characteristics of a flourishing industrial centre. The Baltimore and Ohio Railroad has, by means of a branch line, a tidewater terminus at Curtis Bay, thus securing direct connection with the railroads of the county. The settlement is also connected with Baltimore by an electric railway.

Canton. Canton is the oldest and one of the most important industrial sections of the city, the corporation to which its present development is due, having been chartered in 1828. The property includes about twenty-three hundred acres of land, with an estimated

water front of thirty-two thousand feet and a water depth varying from sixteen to twenty-eight feet. It is divided by graded and paved streets into lots suitable for manufacturing and building purposes. The tide-water terminals of the Northern Central Railway, comprising elevators, piers and docks, are located here, securing immediate connection with the entire Pennsylvania system. Canton is also traversed by the tracks of the Baltimore and Ohio Railroad; the Baltimore and Lehigh and the Western Maryland Railroads have access to the property. The industries located here are numerous and varied, including many of those to which reference has already been made. It is in particular the centre of the oyster canning and fruit packing trade, and is the seat of the extensive copper refineries and pottery works already described. Saw and planing mills, iron foundries, brick yards, chemical works, fertilizer manufactories and distilleries are in successful operation. It has been said that one of the most striking industrial advantages of Baltimore consists in the admirable sites it offers for manufacturing purposes. Nowhere is this better seen than in Canton. A large amount of property is here available for industrial enterprise, possessing extensive water frontage and ample railroad facilities.

Woodberry. Woodberry is a busy manufacturing section in the north of the city, at the base of Prospect Hill, Druid Hill Park. It is the chief site of the manufacture of cotton duck, of which, as before stated, Baltimore is the largest single producing centre in the world. Extensive iron foundries and machine shops are also located here, covering in all some ten acres of ground. The loom for weaving cotton duck, the turbine water-wheel and cable railway machinery have been developed here. At present from four to five hundred skilled workmen are engaged in the manufacture of all varieties of special machinery. The Northern Central Railway passes directly through the settlement.

COMMERCIAL ORGANIZATIONS.

The important commercial organizations of Baltimore are as follows:
Board of Trade, Chamber of Commerce.

Merchants and Manufacturers' Association, Hopkins Place and German street.

Corn and Flour Exchange, Chamber of Commerce.

Produce Exchange, 105 South street.

Provision Exchange, Chamber of Commerce.

Builders' Exchange, 19 West Saratoga street.

Canned Goods' Exchange, 413 Water street.

Brick Manufacturers' Exchange, 19 West Saratoga street.

Lumber Exchange, 19 West Saratoga street.

Real Estate Exchange, 203 East Fayette street.

Coal Exchange, 18 West Saratoga street.

Brewer's Exchange, North and Lexington streets.

Tobacco Board of Trade, 419 Exchange Place.

Shoe and Leather Board of Trade, Hopkins Place and German street.

Furniture Board of Trade, 110 East Lexington street.

Taxpayers' Association, 203 East Fayette street.

Old Town Merchants' and Manufacturers' Association, Gay and Exeter streets.

West Baltimore Business Men's Association, 208 St. Paul street.

Southwest Baltimore Business Men's Association, 110 St. Paul street.

East Baltimore Business Men's Association.

Stock Exchange, German near South street.

CUMBERLAND.

Cumberland has been frequently alluded to as the "Pittsburgh of Maryland." It would certainly be difficult to find a city more favorably situated for manufacturing purposes. Within easy distance are mountains full of the richest red and brown hematite ores. Alleghany county, of which Cumberland is the county seat, contains a fourteen-foot vein of bituminous coal, the quantity of which is almost inexhaustible. It can be delivered in Cumberland at a dollar and fifteen cents per ton. The smaller veins of this coal make excellent coke. Just across the river in West Virginia is found the gas-coal, and along the borders of Pennsylvania is the bituminous coal, so that the worker in metal is enabled to furnish to all purchasers any quantity of iron, from the ingot to the finished tool steel. The Cambria Iron Company have a branch mill in this city, employing two hundred and fifty men. In addition to this are the Cumberland Steel and Tin Plate Company, Shafting and Machine Works, three foundries, one Car Spring Works, and three machine shops, together with the construction and repair shops of the railroads centering here. Negotiations are now pending for the establishment of other works which will consume the entire output of the Cumberland Steel Company.

Next in importance to Cumberland's advantages as a site for manufacturing purposes, are its large lumber interests. The vast forests of soft and hard wood in Western Maryland and Northern West Virginia are largely owned or controlled by home capital, which is now organizing and establishing mills along the lines of the railways centering at Cumberland. The yards and factories in active operation in the city consume and dispose of millions of feet of timber monthly. In the establishment and prosecution of the industries of this kind home capital has been, for the most part, engaged; there are in prosperous existence one wood pulp paper-mill, with a capacity of ten tons per day

of finished product, three large planing-mills, three building companies, two sash blind factories, three large lumber-yards, one coffin factory, and a number of other smaller concerns.

One of the most profitable industries is that of glass-making, which is represented by two factories, employing a large number of hands engaged in turning out table and prescription ware of a high order. One of these companies organized in 1883 with a capital of fifteen thousand dollars. After having paid ninety per cent. in dividends, and having doubled its capacity at a cost of eighteen thousand dollars, it had, in 1890, seventy thousand dollars over and above all liabilities, and its net earnings for the year 1892 amounted to over eighteen thousand dollars. Beside cheap fuel, Cumberland enjoys the advantage of the Medina sandstone, an almost pure silica, with less than one-half per cent. of sesquioxide of iron.

The Cumberland Hydraulic Cement, used for building and other purposes, takes its name from a vein of that material which crops out in the very heart of the city. The production of this cement employs three mills, turning out a thousand barrels daily. Clay for the manufacture of building brick is abundant, and four large yards are in operation. Outside the city are the mines and works of the Union Mining Company, where the celebrated Mount Savage fire brick is made. The immense fire-clay mines are inexhaustible. At Ellerslie, a few miles distant, are located the Standard Savage Fire-Brick Works. These two corporations furnish employment to several hundreds of men. The city's flouring mills, of which there are three, all using the roller process, turn out 150,000 barrels annually. There are three distilleries and four breweries, the superiority of whose product is largely due to the pure mountain spring water that is used in the manufacture. In addition to these industries, Cumberland has three large tanneries, six cigar factories, one ice factory, two bookbinderies, two marble-yards, two soap factories, one steam laundry and six newspapers, two of which are dailies.

Cumberland's industries, according to a private census taken in October, 1892, furnish employment to 1,043 skilled mechanics and laborers. It is estimated that this will be more than doubled within the next three years, as the extensive improvements contemplated, and now in process of construction, by the Baltimore and Ohio Railroad at the southern end of the city, will afford employment to twelve hundred men. The company has purchased ninety acres of land, upon which repair and construction shops will be erected and tracks laid to accommodate three thousand cars. Three of these new tracks have recently been laid, and two hundred men are now actively engaged in extending the work.

The geographical situation of Cumberland renders it peculiarly adapted for industrial development. It fronts on the north branch of the Potomac River, and is bisected by Will's Creek, the banks of which abound in sites for mills and factories. These natural advantages have been greatly enhanced by the artificial aids of the Chesapeake and Ohio Canal, which forms an outlet to the sea by water, and the convergence of no less than seven railroads at Cumberland, affording abundant facilities for the shipment of products manufactured within its gates to the markets of the United States.

HAGERSTOWN.

The manufacturing industries of Hagerstown include, in all, over one hundred establishments, furnishing employment to an average of over twelve hundred and fifty mechanics.

Of the leading industries, a few may be noted. In the manufacture of gloves, one factory employs an average of one hundred and fifty hands, almost wholly young women, producing an average of over \$75,000 per annum, in that special line of products, the largest output of any factory in the country. In the manufacture of bicycles, great development has occurred within the last few years, two large factories, employing three hundred workmen, with an annual product of \$250,000, being now engaged in the industry. One silk mill gives employment to one hundred and sixty operatives, and has a product yearly, of over \$200,000. There are two knitting mills, one of underwear, employing one hundred hands, with a product of \$75,000, and one of hosiery, employing eighty hands, with a product of \$70,000. One shirt factory, employing sixty hands, yields a product of \$50,000. Another factory gives steady work to forty skilled mechanics in building pipe and cabinet organs, and is rapidly increasing its reputation and output. The value of the annual product of bricks, all used here, and falling short of the demand, exceeds \$250,000. In the manufacture of furniture, one factory makes extension-tables exclusively, another is general in its product. Together they employ over one hundred workmen and produce wares of over \$100,000 in value. Other manufactures of wood include mills making wheel and carriage stock, employing over one hundred and fifty workmen, and handling more than \$150,000 of finished products. One firm annually exports over \$125,000 of hardwood in bulk and dimension lumber. One paper mill has an annual product of twelve hundred tons of white paper, and sells in addition, fifteen hundred tons each year. Of the wholesale trade in confectionery, exceeding \$100,000, more than half is manufactured here. The available banking capital of the city exceeds one and a half millions.

FREDERICK.

Frederick has long enjoyed the reputation of being the county seat of the third largest agricultural county in the country. More recently the city has advanced rapidly in industrial progress, and now offers unusual advantages for the establishment of small industries. The population of the city is at present, in round numbers, about ten thousand.

Frederick is the home of the Louis McMurray Packing Company, the Frederick City Packing Company, the Union Knitting Mills, the Palmetto Fibre Company, the latter a large and very important enterprise engaged in the manufacture of all kinds of brushes from the Palmetto fibre of the Southern States; the Frederick Elevator Company, operating a grain elevator of fifty thousand bushels capacity, which receives and ships the grain raised by the farmers of the rich Frederick and Middletown valleys; the Hygeia Ice Company, manufacturers of artificial ice on a large scale; the Frederick Spoke Works, manufacturing wagon spokes and similar products from native hickory; a factory of straw hats, and numerous minor industries that contribute to the enterprise and the general prosperity of the county. Many of these industries were established in 1890 under the stimulus of the Frederick City Manufacturing Company.

In the adjacent county, the point of most rapid growth and importance at present is Brunswick, two years ago a sleepy little hamlet of two hundred souls, now a flourishing town of two thousand inhabitants. The change has been largely brought about by the establishment at that point of the large freight-distributing yards of the Baltimore and Ohio Railroad Company. Middletown, Mechanicstown, Emmitsburg and Liberty are also flourishing towns, toward which the same spirit of enterprise has reached. The construction of a railroad through the Middletown valley, connecting the principal points with Frederick on the main line of the Baltimore and Ohio and Western Maryland Railroads, is now being agitated, with every prospect of eventual consummation. Frederick's present railroad facilities consist in a connection with the main line of the Western Maryland, the Frederick Division of the Pennsylvania Railroad, which extends from Columbia, Pennsylvania, to Frederick, connecting at Columbia with the main line of the great Pennsylvania system. A short special branch of three miles also connects the city with the main line of the Baltimore and Ohio at Frederick Junction. The city is thus brought within two hours and a half of Baltimore, five hours of Philadelphia, and seven hours of New York, while all western connections are readily accessible.

OTHER MANUFACTURING CENTRES.

Annapolis. With all its historic opportunities and natural advantages, Annapolis has not progressed commercially as have other cities of the same age. Still it possesses respectable business industries. The shipping of oysters to the North and West has, for many years, been a profitable business. A glass factory is also in operation. A marine railway is located in the suburbs of the city, and carries on a flourishing business. The Farmers' National Bank and the Annapolis Savings Institution offer all necessary banking facilities. Four printing establishments supply the requirements of the public, and furnish the daily and weekly news. Annapolis is the terminus of two railroads, the Annapolis, Washington and Baltimore Railroad, and the Annapolis and Baltimore Short Line.

Cambridge. Cambridge ranks as the third largest oyster centre in the State. The boats engaged in the trade represent a capital of three hundred and fifty thousand dollars. The annual catch aggregates four hundred and thirty-five thousand bushels, creating a fund of two hundred and eighty thousand dollars paid to four thousand men engaged in the business. The oysters are packed and shipped by several packing establishments to all parts of the country. Daily communication is afforded with Baltimore and river points by two lines of steamboats, and with Philadelphia and the north by the Cambridge and Seaford branch of the Pennsylvania Railroad. Cambridge also contains a large manufacturing company, several lumber mills, two shirt factories, two brick kilns, three ship-yards and two phosphate factories. The town has a taxable basis of \$1,800,000 and two national banks. Besides these industries, Cambridge is largely engaged in the catching and shipping of crabs, herring, shad and other products of the water. In the season, it is a centre for the shipment of much of the farm produce of the adjacent country.

Havre-de-Grace. The natural location of Havre-de-Grace, near the mouth of the Susquehanna river, has made it the centre of the important shad and herring fisheries in the vicinity. The cutting and storing of ice engages many of its residents during the winter months, and ducking is, in favorable seasons, a source of considerable revenue. A steam flouring mill, canning establishments, a fertilizer factory and saw and planing mills are in successful operation. Situated in close proximity to Baltimore and Philadelphia, in the midst of a rich agricultural country with ample railroad facilities, Havre-de-Grace possesses many opportunities for industrial development.

Easton. Vigorous efforts have been made within the last few years to develop the manufactures of Easton. Healthy climate, cheap land and living, low rents and abundant transportation facilities, are all favorable to this movement. Already manufactures of commercial fertilizers,

flour mills, brick and tile yards and canneries are in successful operation. Smaller but flourishing industries are manufactories of shirts, washing machines, brooms, carriages, chairs, and window sash, and a number of well equipped machine shops and foundries. A creamery is in flourishing condition, and a large ice factory and another packing house will be built this summer. Two railroads and two steamboat lines afford quick communication with Philadelphia, Baltimore and Norfolk. While still retaining its character as a county seat, Easton is fast becoming a manufacturing town.

Salisbury. Salisbury, advantageously situated at the head of navigation on the Wicomico river, at the junction of the Eastern Shore and Wicomico and Pocomoke Railroads, is the centre of a large and valuable trade in lumber, having regular communication with Baltimore and Washington, and thence with all markets East and North. It is estimated that the annual manufacture of planed lumber aggregates eight million feet, a considerable part of which is consumed by local factories in making peach baskets and strawberry boxes and crates. In addition to this, about eight million feet of Virginia boards are annually used in the manufacture of oil cases. The surrounding country is well adapted to the cultivation of berries and truck farming, and a large part of this product is shipped from Salisbury. Altogether the town is one of the most flourishing and enterprising on the Peninsula, and the annual volume of its business has been estimated as exceeding one million dollars.

Chestertown. The characteristics of Chestertown as a town and place of residence have been described elsewhere. Kent county, of which it is the county seat, is one of the most productive sections of the State, and upon its products the trade of the town is largely dependent. The advantages which Chestertown offers to industrial enterprise have, however, been by no means neglected. One establishment is engaged in the manufacture of straw board, and turns out sixteen tons of the completed product daily. Another manufactures peach baskets, which are used throughout Maryland, Delaware and New Jersey. Other industries are canneries, a drying-house, brick-yard, creamery, ice factory, planing-mill, fertilizer factories, flour mill and iron foundries. The town enjoys excellent steamboat and railroad facilities.

Elkton. Elkton, the county seat of Cecil county, has undergone marked industrial development within the last few years. The erection of extensive pulp mills for the manufacture of paper has of itself given a material impulse to its prosperity. A large plant for the manufacture of fertilizers, extensive machine shops and the growth of fruit and vegetable canning, indicate the importance and the industrial possibilities of the town. Its contiguity to the large manufacturing centres, Philadelphia, Wilmington and Baltimore, and its ample facilities for

transportation by railroad or water, are highly favorable to its growth. Barge and boat-yards have been recently established at Elk Landing, near the town. These are controlled by Pennsylvania capitalists, and have been removed from that State on account of the greater advantages of Elkton.

Port Deposit is an important point for trade in stone and granite. The quarries in the neighborhood give employment to some two hundred men. Stoves and tin cans are also manufactured. *Crisfield* is one of the great oyster centres of the State. Large quantities of fish and soft crabs are marketed here, and a considerable part of the produce of the surrounding country. *Ellicott City* is the site of a considerable part of the milling industry already described. *Belair* is the county seat of Harford county and contains a number of large canneries and other manufacturing establishments. Scattered throughout the State are many hundreds of local manufactures—oyster canneries, fruit packing establishments, planing mills, ice factories, iron foundries, flour mills and ship-yards.

CHAPTER XI.

CITIES AND PUBLIC BUILDINGS.

CITIES.

Maryland has always been an essentially agricultural, rather than a manufacturing state. Peculiar causes led to the early commercial development of Baltimore, and this pre-eminence has since been maintained. The State as a whole is accordingly characterized rather by a relatively large number of agricultural and tidewater settlements, than of great industrial centres. The population of the thirty-three cities, towns and villages having one thousand or more inhabitants as returned by the census of 1890, in the order of their rank, is as follows:

CITIES, TOWNS AND VILLAGES.	COUNTIES.	POPULATION.		INCREASE.	
		1890.	1880.	Number.	Per cent.
BALTIMORE CITY.....		434,439	332,313	102,126	30.73
CUMBERLAND CITY.....	Alleghany.....	12,729	10,693	2,036	19.04
HAGERSTOWN CITY.....	Washington.....	10,118	6,627	3,491	52.68
FREDERICK CITY.....	Frederick.....	8,193	8,650	.....	.....
ANNAPOLIS CITY.....	Anne Arundel.....	7,604	6,842	962	14.48
CAMBRIDGE TOWN.....	Dorchester.....	4,192	2,262	1,930	85.32
FROSTBURO TOWN.....	Alleghany.....	3,804	.....	3,804	.....
HAVRE DE GRACE CITY.....	Harford.....	3,244	2,816	428	15.20
EASTON TOWN.....	Talbot.....	2,939	3,005	.....	.....
SALISBURY TOWN.....	Wicomico.....	2,905	2,581	324	12.55
WESTMINSTER TOWN.....	Carroll.....	2,903	2,507	396	15.80
CHESTERTOWN TOWN.....	Kent.....	2,632	2,359	273	11.57
SPARROW POINT TOWN.....	Baltimore.....	2,507	.....	2,507	.....
ELKTON TOWN.....	Cecil.....	2,318	1,752	566	32.31
CATONSVILLE VILLAGE.....	Baltimore.....	2,115	1,712	403	23.54
Laurel town.....	Prince George.....	1,984	1,206	778	64.51
Port Deposit town.....	Cecil.....	1,908	1,950	.....	.....
Pocomoke city town.....	Worcester.....	1,866	1,425	441	30.95
Rockville town.....	Montgomery.....	1,568	688	880	127.91
Crisfield town.....	Somerset.....	1,565	986	579	58.72
Westernport village.....	Alleghany.....	1,526	1,468	58	3.95
Hyattsville town.....	Prince George.....	1,509	288	1,221	423.96
Ellicott City town.....	Baltimore and Howard.....	1,488	1,784	.....	.....
Snow Hill town.....	Worcester.....	1,483	1,276	207	16.22
Belair town.....	Harford.....	1,416	.....	1,416	.....
Saint Michael town.....	Talbot.....	1,329	1,175	154	13.11
Centerville town.....	Queen Anne.....	1,300	1,196	113	9.45
Williamsport town.....	Washington.....	1,277	1,503	.....	.....
Northeast town.....	Cecil.....	1,249	988	261	20.42
Sharpsburg town.....	Washington.....	1,163	1,260	.....	.....
Chesapeake City town.....	Cecil.....	1,155	1,402	.....	.....
Oxford town.....	Talbot.....	1,135	689	446	64.73
Oakland town.....	Garrett.....	1,046	910	136	14.05

In the following pages reference is made only to the fifteen having a population of two thousand or more.

BALTIMORE.

Baltimore, the principal city of Maryland, is situated on the Patapsco river, at the head of navigation, about fourteen miles from the Chesapeake Bay, in $39^{\circ} 17'$ north latitude, and $76^{\circ} 37'$ west longitude from the meridian of Greenwich. Its distance from the Atlantic by the Chesapeake Bay is two hundred and four miles. The nearest neighboring city is Washington, distant thirty-nine miles by rail.

A small stream called Jones's Falls divides the city into east and west Baltimore, and empties into the Patapsco, which is here a considerable estuary of the Bay, and indenting the land with its middle branch and southwest branch, as they are called, enables vessels to ascend to the heart of the business quarters of the city, where the principal harbor is prolonged into a small interior harbor called the basin. That part of the city which lies south of the basin, and projects into the Patapsco into the form of an irregular peninsula, at the extremity of which Fort M'Henry is built, is called South Baltimore. The entire area of the city is thirty-one and a half square miles.

The land rises regularly from the water's edge northward in a series of undulations which throw the whole surface of the city into a succession of gently rising hills, the sides of which slope toward the Patapsco or toward the tortuous course of the Falls. These elevations toward the north, northwest and northeast of the city reach a considerable height, commanding fine views of the city and river. Beyond the city limits the same undulating and gently-rising country continues for many miles, and indeed to the northern boundary of the State. The hill-sides, to a considerable extent covered with natural woodland, and sloping down to small dells drained by rivulets, are dotted with villas and handsome cottages. No city affords more varied and attractive sites for suburban and rural residences; and the moderate price of land enables even persons of very limited means to have country homes amid scenery of exquisite beauty, within an hour's or even a few minutes' ride from the city.

It was the possession of its fine harbor with its extraordinarily extensive water front that enabled Baltimore so rapidly to outstrip her older colonial rivals, and to seize and keep the commercial supremacy. Founded, as has been related in a previous chapter, in 1730, in 1775 Baltimore numbered 6,755 inhabitants; in 1790, 13,500; and in 1890 (according to the police census of that year), 455,427. Of these, 77,033, or about one-sixth, were negroes and mulattoes.

Government. The municipal government of Baltimore is vested in a Mayor, elected biennially, and a City Council of two branches. The first branch is composed of twenty-two members, one from each ward, elected annually, and the second branch of eleven members, one from every two wards, elected biennially. The principal departments are: A Tax Department, the head of which is a City Collector, with an Appeal Tax Court to correct and adjust assessments; a Register's office and a Comptroller's office; a Department of Finance, consisting of the Mayor and two (unsalaried) citizens of his appointment, which has charge of the public debt and other matters of municipal finance; a Law Department, consisting of a City Counsellor, a City Solicitor, an Examiner of Titles, and a City Attorney, who advise the executive in legal matters, and have charge of municipal litigation; and a City Commissioner, who controls the paving, sewerage, &c. In addition there are Boards of Commissioners for Police, Water-Supply, Public Schools, the Harbor, Fires, Parks, &c., whose duties are indicated by their titles.

City Hall. The bureaus and offices of the city government are in the City Hall, an imposing structure of white Maryland marble, covering an area of over 30,000 square feet. The architectural style is the Italian Renaissance. The design is a central mass with lateral wings, inclosing courts which give light to the interior rooms. From the centre rises a dome, supported by columns resting on a marble base, and surmounted by a lantern and finial 236 feet from the ground. The principal approach is on Holliday street by a marble portico. The building occupies an entire block, thus presenting a façade to each street, and from whatever point viewed the effect is pleasing and impressive. A circumstance connected with its erection is unusual in the history of similar public buildings. Not only were all the expenses of building and finishing covered by the original appropriation, but a balance of \$228,865 remained unexpended and was returned to the City Treasury.

Fire Department. This is controlled by a Board of Fire Commissioners of six members, with the Mayor as a member *ex-officio*. It is equipped with fifteen engine companies, nine hook-and-ladder companies, seven chemical engines, and a fire-boat for harbor use. The permanent force consists of two hundred and thirty-three men, besides fifty call-men, who are summoned when required. A salvage corps for the rescue and protection of endangered property co-operates with the fire department, but it is an independent organization supported by the local Board of Underwriters.

Police. The police of the city is controlled by a board of commissioners of three members, appointed by the State Legislature. The active force consists of a Marshal, Deputy Marshal, with the necessary subalterns, and six hundred and forty patrolmen. The city is divided into seven

police districts, each with its station-house. An alarm telegraph and telephone system connects the whole and extends over the whole city, and patrol wagons can instantly be summoned in case of accident or other emergency. The suburban districts are patrolled by a mounted force, and a steam patrol boat protects the harbor.

Water Supply. This has been fully described in a previous chapter. It will be sufficient here to recapitulate that it is derived from two sources—the Gunpowder river and Jones's Falls. The water is stored in five artificial lakes—Loch Raven and Lakes Montebello and Clifton for the Gunpowder system, and Lake Roland and Druid Lake with the Hampden High Service, and Mount Royal reservoir for the Jones's Falls system. These with the conduits and distributing mains have an aggregate storage capacity of about 3,000,000,000 gallons, and a daily supply capacity of 165,000,000 gallons.

Health Department. The chief executive officer of this department is the Commissioner of Health, appointed annually by the Mayor, and invested with powers to deal with everything that concerns or imperils the health of the city. In connection with this department is the city morgue, at the foot of President street.

Courts. The courts of Baltimore have been described elsewhere. The courthouses are three ancient structures on Calvert and St. Paul streets, south of Lexington; but as these are about to be superseded by a fine modern structure, suitable to the needs of the city, we shall not occupy our space with the description of obsolete relics that have outlived their usefulness and will soon disappear.

Post-office. This is a new and handsome building, erected by the federal government and completed in 1890. It occupies a large part of the block between Lexington and Fayette streets, immediately west of the City Hall. It is built of Maine granite, and the design is a hollow parallelogram, the facade being broken by a centre position flanked by two towers. The basement is used for the reception and storage of mail matter. The proper work of the post-office occupies the first floor, while on the second floor are located the offices of various federal officials. The third floor is occupied by the federal courts.

Custom House. The Collector of Customs, with his staff, has for many years been housed in the old Merchants' Exchange building at the corner of Gay and Lombard streets. It is entirely inadequate to the needs of the city, and very ugly; and it is to be hoped that before long it will be replaced by a more creditable structure.

Parks. There is nothing of which Baltimoreans have juster reason to be proud than of their beautiful parks and public squares. The largest of these, Druid Hill Park, to the north-west of the city, contains 700 acres, and had been, before its purchase by the city, the country seat

of a family whose good taste had, for generations, preserved its natural beauties. In these it probably stands alone among American city parks. The diversity of hill and dale, deep woodlands threaded by winding paths, dense thickets, the coverts of deer, bright stretches and slopes of green sward, crystal streams and springs, lakes and ponds, present pictures of exquisite beauty, changing at every moment.

The city has carefully preserved these natural beauties, and enhanced them by judicious treatment. Drives, bridle-paths and foot-paths, enable the thousands who visit it daily to enjoy all its charms, whether their tastes lead them to mingle with the lively throngs always to be found in the vicinity of the "Mansion House" or the lake, or to seek the meditative solitude and silence of the woods. Lines of cars convey visitors to it from every part of the city, and it is a favorite resort of all classes of society.

The Earl of Meath, who visited this country in 1890, and devoted especial attention to the parks of American cities, published an article on the subject in the *New Review* (Vol. II), in which he says that "as a lovely specimen of the forest park, Druid Hill was the finest among those that I visited in the United States."

The main entrance is on Madison avenue. To the right is Druid Lake, with a driveway of a mile and a-half running around it. In other parts are lakes and ponds for boating and skating and for the propagation of fish. In a special inclosed pond are a pair of sea lions. Groves are arranged with shelters for picnics and with playgrounds for children, and there are grounds kept in order for base ball, tennis and other outdoor sports. Near these are the public buildings—the Mansion House, with spacious verandas, dining and lunch-rooms, and the Maryland House, transported from the Centennial Exposition of 1876, with collections illustrating the fauna and other natural productions of the State. Near these buildings is a small zoological collection and an aviary.

A fine herd of deer roam at large in the woods, a flock of Southdown sheep pasture in the fields under charge of a shepherd in authentic costume, and a stable and a paddock are allotted to a pair of dromedaries of the finest breed, presented by the King of Italy to the late John W. Garrett. The park is supported by a tax of nine per cent. on the gross receipts of the street car companies.

If Druid Hill illustrates the forest park, a handsome specimen of the artificial, or garden park, is presented by Patterson Park, a favorite resort of the inhabitants of the eastern section of the city. This is entered from the avenue of the same name by an imposing marble gateway, on passing which the visitor's attention is arrested by a large fountain with a basin fifty feet in diameter. In all directions lie beds of flowers and shrubs, presenting a charming picture. A conservatory contains a fine

collection of rare and exotic plants, palms, etc., and a lake in the south-east corner is usually gay with small boats. In this park may still be seen a part of the earthworks thrown up by the citizens in 1811, when Baltimore was threatened by the British forces, as related in the first chapter of this work.

On that part of the peninsula before described which lies beyond and to the south of the basin, is Federal Hill Park, an elevated plateau, eighty-five feet above the water. On this plateau, during the late war, rather formidable earth-works were constructed by the federal forces, and mounted with heavy guns directed upon the city, which it overlooks. It was, fortunately, never thought necessary to use them; and after the restoration of peace, "grim-visaged war smoothed his wrinkled front" in this particular locality, the ramparts were levelled, and the surface adorned with trees, shrubs and flower-beds. The crest of the plateau commands an interesting view of the city and harbor.

South of this plateau is Riverside Park, overlooking the Patapsco river, the fort and the bay as far as North Point. In Northwest Baltimore is Harlem Park, distinguished for the beauty of its gardening.

Squares. The squares, or ornamented spaces in the residence sections of the city, are too numerous to describe in a work like this. We may single out for mention the largest and most beautiful, Eutaw Place, a series of squares extending from Lanvale street to North avenue, laid out in grass and flower-beds, diversified by shrubbery and fountains. Mount Vernon Place and Washington Place are the four squares at the base of the Washington Monument. They are adorned with flowers, trees and fountains. The visitor's eye is especially attracted by the beautiful bronze statuary, which are the chief ornaments of these squares. A colossal lion by Barye, four allegorical groups by the same master, and a noble figure by Dubois, representing a youthful warrior in Gaulish costume, seated and leaning upon his sword, entitled "Military Courage," adorn the western square, and are the gift of W. T. Walters, Esq. The northern square has a statue of Chief Justice Roger Brooke Taney, and the eastern one of George Peabody, both of heroic size. Fronting on the square are the Mt. Vernon Church, the Peabody Institute and many tasteful private residences.

Monuments. Baltimore is often called "the Monumental City"; but this designation arose not so much from the number of its monuments, as from the fact that it was the first city in America that could boast a worthy monument to Washington. The Washington Monument, erected by the State of Maryland, and finished in 1829, is a Doric column of white Maryland marble, 164 feet in height, rising from a marble base 50 feet square and 24 feet high, and surmounted by a statue 16 feet in height, representing Washington in the act of resigning his commission.

A winding staircase in the interior leads to the plinth, which is guarded by a parapet, and from it an extensive view can be had of the city, harbor and surrounding country.

Battle Monument, in Monument Square, commemorates the Baltimoreans who fell in defense of the city at the battle of North Point, September 12, 1814.

In the grounds of the Samuel Ready Orphan Asylum stands a slender shaft, of brick, covered with stucco, which is interesting as the first monument raised in the New World to the memory of Christopher Columbus. It was erected in 1792 by the Chevalier d'Anmour, the French consul; and for thirty years was the only monument to the great navigator in the hemisphere which he discovered. One hundred years after its erection, a statue of Columbus, presented by the Italian residents of Baltimore, was unveiled in Druid Hill Park.

Other monumental memorials are the Wells and McComas monument, the Willey monument, the Wallace statue, in Druid Hill Park, and the cippus which marks the grave of Edgar Allan Poe.

Residences. The domestic architecture of Baltimore is characterized rather by substantiality and comfort than by show and splendor. Few, if any private houses are of the style which reporters call "palatial." Nearly all the residences are of brick, ornamented, in those of the better class, with string courses, lintels, and other trimmings of marble or sandstone of various hues. Of late years there has been a decided tendency to improve the domestic architecture by introducing novel designs and variety of building materials. Sandstone of various tints, from a deep maroon to a bright russet, marble, gneiss, fine gray freestone, green serpentine, bricks of different colors, diversify the streets with a pleasing polychromatic effect.

In some sections of the city the visitor is surprised by the great number of small but decent houses, inhabited for the most part by workmen with their families. Baltimore has never taken kindly to tenement-houses and lodging-houses; and the cheapness of rents enables nearly every married workingman to have a home of his own; so that Baltimore is emphatically a city of homes. When we consider the advantages to the health, comfort, independence and morality of the workingman that gather around his "ain fireside," we can cheerfully accept the loss of architectural display.

Clubs. The inveterate domesticity of Baltimoreans has probably been the cause that the clubs are less numerous than would be expected from the size of the city, though of late years there has been some change in this respect. The Maryland Club, founded in 1857, is the oldest and most important, and has recently removed to a stately new building of white marble, at the corner of Charles and Eager streets,

which is one of the most ornamental buildings in the city. In addition, there are the Baltimore Club, the Athenæum Club, the University Club, the Germania and the Phoenix clubs, besides others of less numerous membership.

The Masonic lodges have temporary quarters in the former United States court house on Fayette street, pending the rebuilding of their temple on Charles street, destroyed by fire a few years ago. The Order of Odd Fellows have recently built a fine hall at the corner of Saratoga and Cathedral streets.

Other institutions of Baltimore, as well as its commerce and manufactures, are treated under their appropriate heads.

The medial position of Baltimore, exempting it from the excessive rigors of winter and the exhausting heats of summer, contributes largely to making it one of the healthiest of American cities. According to the police census of 1890 the population of that year was 455,427, and the total mortality of the same year was 10,198, giving a total death-rate of 22.41 per thousand. The white mortality was 8,057, out of a white population of 384,394, or a death-rate of 20.98; and the colored mortality 2,141 out of a population of 71,033, or a death-rate of 30.15.

ANNAPOLIS.

The most interesting survival of Maryland's past is her ancient capital, Annapolis. Two and a-half centuries have rolled away full of the most surprising changes, and yet this relic of Old Maryland is as full of interest to-day as ever in her long history.

Thirteen years after the establishment of the proprietary government at St. Mary's in the year 1647, an invitation was extended by Governor Stone to a colony of non-conformist Puritans settled in the lower counties of Virginia, and much disquieted by the authorities of that colony, to enjoy perfect religious freedom within the borders of Maryland. For a year they hesitated, but fresh persecutions were upon them, and the offer was accepted. During the early spring and summer of 1649 the emigration continued from Virginia. Thankful for their preservation and happy at finding a home where peace and security were guaranteed them, the Puritans named their new settlement "Providence." At first a long stretch of plantations along the shores of the bay and its tributaries, the Puritan settlement could not be protected from the Indian marauders that nightly threatened, and gradually we mark the tendency to centralize upon one spot at the mouth of the Severn, where their meeting-house stood. Here Anne Arundel Town, later called Annapolis, had its beginning. As the soil was fertile and well cultivated, this section grew to be the richest in the Province.

The central situation, general prosperity and more salubrious climate marked this region as the best location for the seat of government, which was removed from St. Mary's to Anne Arundel Town by Governor Francis Nicholson in 1695, and the name changed to Annapolis in honor of the Princess Anne, afterwards Queen of England.

In 1708 Annapolis became a chartered city, with a regular municipal government. King William School, which had been founded in 1696, became the chief seat of domestic education. From the opening of the century the capital increased steadily in wealth and importance, and soon became the social centre south of Philadelphia, and the inhabitants were distinguished for sociability, courtesy and refinement of manners. Races, balls and other festivities attracted strangers not only from adjacent counties, but adjacent colonies. Conviviality prevailed; clubs were founded, and deep drinking was the rule among all classes, the clergy not excepted. The Tuesday Club became famous in the colonies for its wit and good cheer, and claimed among its members many of the leading Americans of the day. The quaint but voluminous records of the club give a charming insight of the social life at Annapolis. The provincial State House became better known as a ball-room than a hall of legislation. A theatre was in full operation as early as 1745, and was the first, it is asserted, in the colonies. French hair-dressers, tailors and perfumers plied their trades in the little city, and excited the admiration and wonder of the French and English visitors. The golden age of Annapolis lies between 1750 and 1770, when its wealth, influence and attractiveness were at the highest point.

The spirit of resistance to the arbitrary measures of England rose high at Annapolis. Non-importation clubs were formed, and the presence of the convention at once cherished and moderated the patriotic spirit. The burning of the "Peggy Stewart," with her cargo of tea, has been described on an earlier page.

It was at Annapolis that Washington resigned his commission to Congress, on December 23, 1783. But the Revolution concludes a chapter of her history, and marks the beginning of her commercial decay. In a few years she was entirely overshadowed, in this respect, by Baltimore on the Patapsco, and all her struggles to regain her old position were in vain.

In the second war with Great Britain, Annapolis was on the very verge of the battlefield, and many of her sons were upon the muster rolls of those who rallied to the defense of the federal capital and Baltimore. The little town was blockaded by the British fleet, but the guns of Fort Severn, manned by resolute citizens, drove the enemy down the bay. The historian notes but few changes in the half century which separates this war from the greater civil conflict. Annapolis grew

but little, her commerce decreased, while many of her better citizens moved to Baltimore and Washington. The establishment of the Naval Academy here in 1845, marks the beginning of the naval regime in the history of Annapolis, an important factor economically and socially.

During the Civil War, Annapolis became an army town, and thousands of troops were quartered within her limits, while a large "parole" camp lay on the outskirts. So menaced was she at times that the Naval Academy had to be removed to Newport until hostilities had ceased.

Since the war her population has doubled and her material prosperity greatly increased, though Annapolis will probably always be noted more for its social opportunities and the hospitality of her citizens, than as a pushing business-like modern city.

Colonial Houses. To the architect, the old houses of Annapolis present an interesting study, as among the purest and most complete examples of what is known as the "Colonial Style." Of the seventeenth century buildings, few survive here or in the State, or at most, so modified as to be scarcely recognizable. Passable exceptions are the house at the corner of Church and Conduit streets, and the building used as the Treasury, on State House Hill.

Of the class of houses termed "mansions," the Carroll house, now a part of the Redemptorist seminary, is one of the earliest, as indicated by the massive simplicity of its style. A garden terraced towards the water was the usual adjunct of these homes, and while they had a townward entrance the more pretentious front generally overlooked the garden toward the bay. Intrinsic evidence, as shown in the change from a somewhat primitive construction to the style of William and Mary, recalling the Dutch taste of Hampton Court, and then to the Georgian, lost in turn in the greater elegance of the French influence of Louis XV architecture, may be traced distinctly in Annapolis mansions. Taken in historical sequence we have the Tydings house; the Treasury; the Randall house, built 1730 by Thomas Bordley; the Carroll mansion; the Brice house, corner East and Prince George streets, 1740 probably; the Iglehart house, Prince George street; its opposite neighbor, the Paea house; the Claude house, Shipwright street, and the Ridout mansion, Duke of Gloucester street; the Mason house, built by Governor Ogle 1742, and St. John's College (McDowell Hall); the Randall house, Market Space, and the house of Antony Stewart, of "Peggy Stewart" fame, Hanover street. The City Hotel, Washington's hostelry, belongs to an early period, while the Chase mansion, built by Governor Lloyd, and the Lockerman house opposite, built 1770, plainly show the growth of French influence in plan and decoration.

In the more modern dwellings of the colonial period the hipped roof, similar to the French masure, though without an ornamental

character, was almost universal and covered many a comfortable home of those days. One of the houses of this character, on Charles street, is noted as the printing office and dwelling of the editor of the *Maryland Gazette*, published here since 1745. Another on State House circle, the Franklin house, is a specimen of the hipped roof colonial dwelling. Old Annapolis consisted mostly of this sensible style of building, varied occasionally by the very high-pitched roof, both picturesque and suited to storm and sun.

Most of these humbler dwellings have disappeared, or, by modification or additions, have lost all their original architectural character.

The State House and other public buildings of Annapolis are described elsewhere in this volume.

Municipal Institutions. Annapolis is governed by a Mayor, Recorder and Aldermen, deriving authority from a charter granted in 1708, and since amended by the Legislature. St. John's College, four public schools, three parochial schools, and five private schools, provide ample educational facilities. Protection from fire is assured by a steam fire engine, two volunteer hose companies, a hook and ladder company and the fire organization connected with the United States Naval Academy. Water and gas supply are in the hands of private corporations.

CUMBERLAND.

The location of Cumberland, the county seat of Alleghany county, and the second city of Maryland in point of importance, size, manufacturing interests and population, is in the northwestern part of the State, one hundred and seventy-eight miles, by rail, from Baltimore city. It is on the boundary line that separates Maryland from West Virginia—the Potomac River—at the intersection of Wills' Creek with the river. Its precise geographical position is longitude $78^{\circ} 45' 25''$ and $39^{\circ} 39' 14''$ north latitude; its altitude is seven hundred feet above sea level. The land upon which the city is built was originally owned by Governor Thomas Bladen, who disposed of it to George Mason, of Fairfax county, Va., to whom a grant, by letters patent, was made on the 25th of March, 1756. In October, 1783, it was purchased by Thomas Beall, of Samuel, for \$1,407.10. In 1785 Mr. Beall laid off the town, the county of Alleghany having about this time been separated from Washington county, of which it formed a part. In 1787 articles of incorporation were drawn up and presented to the Legislature, who granted the privileges asked for. Before this the town, which contained but thirty-five families, was known by the name of Washington Town. A desire on the part of the inhabitants for a more distinctive name was manifested, and the one borne at the present time was selected in commemoration of Fort Cumberland, which had been erected on the site by Gov. Dinwiddie, of

Virginia, as a defence against the French and Indians in 1754, and around which the first houses had been built. The commanding site of old Fort Cumberland is at present occupied by Emmanuel Episcopal Church and some beautiful private residences, and is one of the prettiest spots in the State, commanding a magnificent view of the city and surrounding hills and valleys. In 1794 the first levy of \$200 was made for the erection of a court-house, to be located adjoining the site of the old fort. Other levies were made up to 1799, when the total amount expended on its construction amounted to \$612.10. On January 1, 1795, Cumberland was made a postoffice, established by order of the Postmaster-General, and with its courthouse and postoffice, became entitled to be recognized by the outside world as a place of local habitation. The woodsman's axe, border civilization and the progress of a century have cleared the way gradually, until there nestles in a basin at the hills and lofty mountains that almost completely surround it, one of the most beautifully located, energetic and bustling cities in the country.

The business portion of Cumberland is built on the flats, banked on the south and west by the north branch of the Potomac river and Wills' creek, while on the rising ground on the east, north and west side are the residence portions. Handsome private buildings mark the homes of its citizens along broad and shady streets, while the towering verdure-clad slopes of Wills' mountain form a background to a noble panoramic view. The city has a breathing place in "Narrows Park," out on the National road, the substantial construction of which by the United States government before the days of the locomotive, makes it the chief of all promenades and carriage-ways. This popular road winds through an immense cleft in the mountain, known as the "Narrows," whose rocky sides stretch perpendicularly a thousand feet on either side, leaving a chasm a little over a hundred yards wide, through which roll the waters of Will's Creek. Flanked on both sides by railroads and the National highway, it is a veritable gateway from the north entrance into the city. A short distance from the Narrows entrance is the park. Across a little valley from that place are situated the base-ball and athletic grounds, and two miles further west is the Alleghany Grove camp ground, filled with neat cottages. At the southern end of the city lie the Tri-State Exposition grounds—embracing a large enclosure, in which is an excellent half-mile regulation track, numerous stables for horses, a grand stand for spectators and large halls and exposition buildings. Those points of interest in the suburbs are reached from all points of the city by six miles of electric street railway operated by the trolley system. Among other points outside of Cumberland well worth visiting are the coal mines, to which four different routes by rail are at the choice of the tourist. An hour's ride, on any of them, will place him at the mouth of one of the large

mines that have so greatly contributed to Cumberland's prosperity. In the city itself, which has a population of fourteen thousand, there are many points and features of interest. It has fifteen miles of paved streets, the most frequented being laid in vitrified brick. It is well illuminated by gas and electricity, and the water supply from the river is abundant.

The city's officials consist of a mayor and eleven councilmen, city clerk, treasurer and a tax collector. These officials have their quarters in the City Hall, a large, handsome building, erected in 1874, and occupying the square bounded by Frederick, North Centre, North Liberty and Bedford streets. The entire ground floor of this building is occupied as a meat and vegetable market; the second floor by the Academy of Music, the seating capacity of which is over one thousand persons. Lodging rooms and city offices take up the rest of the structure. In the rear of the City Hall is the Market Square, Station House and the Pioneer Hose Company's building. Thirteen policemen make up the force of the city's guardians. The fire department at present consists of four volunteer companies. The taxable basis of the city on June 1, 1892, was \$6,845,548, and the tax rate was placed at eight mills.

The educational needs of the city are amply provided for by seven public and six parochial schools, one high school and the Alleghany County Academy. Its religious world worships in eighteen churches, representing all creeds. The handsomest of these are owned by the congregations of the Presbyterian, Emmanuel Protestant Episcopal, Methodist Episcopal, Saints Peter and Paul's and St. Patrick's Catholic. In connection with Saints Peter and Paul's Church there is a convent in charge of the Ursuline nuns, and a large monastery of the Capuchin Order, while the convent of the Sisters of Mercy of St. Joseph is attached to St. Patrick's Church. The cemeteries are Rose Hill and Saints Peter and Paul's, beautifully located on the brow of the hill on the western part, Greenmount, Sumner (colored), St. Patrick's and a Jewish cemetery in the eastern part of the city.

One of Cumberland's handsomest buildings, the court-house, was destroyed by fire on the early morning of January 5, 1893. It will be rebuilt, enlarged and improved during the present summer. Immediately in the rear of the court-house site, on the opposite side of the street, is the county jail, a well-protected and strongly built piece of brick work. Within a stone's throw of the jail are located the city water works, between Green street and the river. Just at the eastern limits of the city are the Alms-house and Sylvan Retreat, an asylum for the insane, built by the county in 1888, at a cost of thirty-five hundred dollars. On Baltimore avenue there is the Western Maryland Home and Infirmary. This charitable undertaking was organized in 1887 by a few

of Cumberland's philanthropic ladies. State aid was obtained, and the present perfectly appointed hospital erected at a cost of twenty thousand dollars.

The industries of Cumberland have been treated in another chapter, and a visit to any one of these will well repay the visitor. The cement quarries, the steel mills and glass factories are, perhaps, of particular interest.

HAGERSTOWN.

Hagerstown, the county seat of Washington county, is picturesquely situated upon the crest of the main watershed of the Cumberland valley, with the historic Antietam one mile east and the Conococheague six miles west. It is nearly at the middle of the valley, which here is about twenty miles wide, and is equidistant from Pennsylvania and West Virginia. At an elevation of 600 feet above sea level, its broken and rolling site has adequate surface drainage and is exceptionally healthy. The geological formation of the region is Lower Silurian, the Trenton limestone being the surface rock, with mountain sandstone flanking at the foot-hills on either side. It is at the centre of one of the richest agricultural sections of the continent, and from the hill-sides and higher buildings the eye takes in, to the east and west, bounded only by "South" Mountain on the east and "North" Mountain on the west, a grand panorama of the valley, twenty miles or more in width. To the north and south extends a stretch of more than sixty miles of thickly-settled, abundantly-watered, highly-cultivated farm lands, the homes of thrift, happiness and peace, while at either extremity lie the great battle-fields of Antietam and Gettysburg.

The city was founded in 1762, by Jonathan Hager, whose name it bears. In making its plan, he wisely provided wide and regular streets, and spacious town lots, so that, in the older parts of the city, an absence of the crowding so often seen in American cities is noticeable.

The history of Hagerstown before 1860 is that of most county seats in agricultural sections, one of slow, steady growth from within, yet so substantial as to lay broadly the foundation for large things in the future. Upon the great highway, the National road, from Washington westward, its wayside inns were of wide repute in stage coach days. The road system of the county early received attention, and the abundance of limestone facilitated the making of excellent Macadam roads. At the present time eleven of these radiate to all the lesser towns, affording ample facilities for access, and with admirable railroad facilities, concentrating in this city the larger part of the traffic of the county and the adjoining parts of the valley, both north and south. Being one of the strategic points of the late war, it early came to share the fortunes of

the borderland, and its occupation by the forces of one of the other of the contending armies, was almost constant. This was not, however, an unmixed evil, since it attracted some measure of attention to the advantages of its location for business, manufacture and residence. Its real development began about 1870, at which date its population was less than 5,000. Since then its growth has been steady in measure, substantial in character and encouraging in stability and diversity. Its population in 1890 was 11,698, an increase in the decade of over 52 per cent. The estimated present rate of increase is over 7 per cent. per annum, making the population at the beginning of the year 1893 at least 13,000. This estimate is fully warranted by the annual increase for some years past of over 225 dwellings. The fact is also significant that houses are built to meet actual needs, and are in large part erected by wage-earners for their own occupation.

Hagerstown has twenty-one churches, of which twenty are Protestant, representing eleven denominations, the Lutheran predominating, three colored and one Catholic. All have fine edifices, and a number very beautiful church buildings. It has also five public school buildings, accommodating thirty-nine graded public schools, five private schools, one young ladies' seminary having over two hundred students, and a commodious and elegant municipal building, with ample public market accommodations. Its hotels are greatly superior to those of any town of its size in the East. They are ten in number, furnishing accommodations for one thousand persons, and actually accommodating an annual average of forty-five thousand persons. The two principal ones cost over \$125,000 each, and are models of elegance and comfort, heated throughout by steam, lighted with electricity, with elevators and all modern conveniences, so complete in their accommodations as to be noted and especially attractive to travelers. The entire city is amply lighted by electricity, its dwellings and business houses by electricity and gas. With its graded and paved sidewalks, wide, macadamized streets, its law-abiding population (the entire and efficient police force consisting of a chief and three roundsmen), Hagerstown is a model town. Its ample water supply of pure, soft sandstone water, is drawn from mountain streams eight miles away, and two hundred and fifty feet above mean level, giving an average hydrant pressure of eighty-five pounds at the highest point of service, and so making almost unnecessary the volunteer fire department, which includes two first-class steam-engines, two hand-engines and ample hook-and-ladder and hose apparatus.

Its municipal government is now conducted by a Mayor and Council. All street maintenance and extension are under the direction of an unpaid street commission. All public needs and expenditures are met by an annual tax of five mills, and this, with the State and county tax,

amount to but fourteen and one-half mills. Property is assessed at an average of about three-fourths of its estimated market value. The limitation by charter of the maximum corporate tax, and of public expenditures in each year to the amount of tax specifically levied, with the inhibition of the creation of debt without previous legislative authority and popular approval by vote, effectually guards the city against extravagance in municipal expenditures.

FREDERICK.

Frederick, the county seat of Frederick county, is a beautiful town, nestling among Maryland hills upon the banks of Carroll Creek. It was laid out by Patrick Dulany in 1745, and the first house was built by John Thomas Schley on what is now East Patrick street. Here Washington and Benjamin Franklin met for the first time, and here also Washington and Braddock fitted out their famous expedition against the French and Indians in 1755. The barracks in which the troops were quartered, and the military road built by them and over which they marched, are still in a good state of preservation. Before the Baltimore and Ohio Railroad was built, all the travel and traffic to and from the West came over the National road, which passes through the city. Such distinguished statesmen and public men as Henry Clay, General Andrew Jackson, President William Henry Harrison and General Winfield Scott were entertained by its citizens, while the older inhabitants of the generation that has just passed away, delighted to relate their recollections of the visit of the Marquis De Lafayette and the ball given in his honor in this city.

Frederick is well laid out with wide streets intersecting each other at right angles, paved with stones and lighted with electricity. The houses are substantially built, and though some are old-fashioned and quaint in style of architecture, many are modern and handsome, equalling those of any other city of its size. The public buildings, including the court-house, market-house, public halls, churches, schools, banks and the State institution for the deaf and dumb, are modern and well built. The stores are numerous and well furnished with articles in their various lines. Markets are abundantly supplied with the necessaries and comforts of living, at reasonable prices. The city has, just beyond its limits, a large reservoir supplied with an abundance of pure, fresh water, brought in pipes from springs in the mountains, in sufficient quantity for all domestic and manufacturing purposes and for the needs of an efficient volunteer fire department.

The fertile lands, the admirable location, the low cost of living, the salubrity and beauty of its site, the energy, thrift and prosperity of its population, all combine to make Frederick a highly attractive city.

TOWNS.

Cambridge, the county seat of Dorchester county, is the largest town on the Eastern Shore. It is finely situated on the south bank of the Choptank River, about eighteen miles from its mouth, which at this point is between two and three miles wide. The town is divided unequally by a branch of the river into east Cambridge and the main town, and possesses a fine harbor for vessels of all descriptions. The streets are, as a general rule, wide and well shaded by trees, while the whole is beautified by flower gardens and grass plots in front of many of the dwellings. The houses are, generally, of the cottage type, so characteristic of Eastern Shore towns; but many substantial brick buildings have recently been erected in the business section. The town is well lighted by gas, and will soon be provided with a system of artesian water supply. It is amply protected from fire by a volunteer fire department. Educational advantages are afforded by an excellent system of public schools, including a high school, partly supported by the State. There are eight churches, six white and two colored, representing as many different denominations.

Frostburg is the second largest town in Allegany county. It is situated on a plateau of the Allegany Range seventeen hundred feet above sea level. It is in the midst of a great coal region, midway between Cumberland and Piedmont, on the line of the Cumberland and Pennsylvania Railroad. The population of the town is composed for the most part of miners of foreign extraction, but of thrifty and law-abiding habits. The town is governed by a Mayor and a board of six Councilmen; it is lighted by gas and well provided with well water. It contains fourteen churches, several public schools and two newspapers. The vicinity of Frostburg is notable for the beauty and sublimity of its natural scenery. The view afforded from the town itself into Pennsylvania, Maryland and West Virginia is most impressive.

Havre de Grace is pleasantly situated on the south bank of the Susquehanna River near its mouth. It is one of the oldest towns in the State, and received its name from a fancied resemblance to the site and environment of the French port. The city is governed by a board of five commissioners elected annually. It is attractively laid out with wide streets, lined by well-built houses. A system of public schools for white and colored children, and a number of churches provide for the needs of the inhabitants. The industrial activity of the town largely centres, as has been stated, about its fisheries and ice trade. Havre de Grace has admirable railroad connection with the larger cities, being about midway between Baltimore and Philadelphia. It is located in the midst of a rich agricultural country, with an almost inexhaustible supply of fish and fowl at its very door. Living is cheap, the climate is

healthy, and it offers many attractions as a place of permanent or transient residence.

Easton, the county seat of Talbot county, has grown up around the court house, which was built, somewhat more than one hundred years ago, in an "old field near Pitts his bridge." The court house, a well-proportioned Colonial building, is still the most prominent feature of the town, standing with the jail and armory, on a shaded green. Near it are the market house and town hall, and the Odd Fellows' hall. The town is regularly laid out, well lighted with electricity and gas, and supplied with abundant water from artesian wells. It is still primarily a shire town, the capital of a wealthy and populous county. On any "public day" the streets are crowded with vehicles of every description, while the market house and "space" are full of people buying, selling and discussing business or county affairs. The Talbot county fair is held here every fall, the exhibits being displayed in a series of fine buildings owned by the Fair Association. Easton has a militia company of about forty men, and an efficient fire company. The important religious denominations are represented by well built churches. The most interesting of these structures is, perhaps, the Friends' meeting house, erected over two hundred years, and standing in a grove of great oaks, just outside the town. Both Fox and Penn worshipped here. Four newspapers are published in the town, and well organized public schools are in operation.

Salisbury, the county town of Wicomico county, and the second largest town on the Eastern Shore of Maryland, is situated on the Wicomico river, ninety-five miles from Annapolis. In its present form the town dates practically from a disastrous fire, occurring several years ago. In the work of reconstruction, the main street was widened and straightened, and brick buildings generally substituted for the earlier frame structures. As a result, the town presents a modern appearance unusual in towns of larger size. Salisbury has several banks, a number of churches, and a volunteer fire department. Its public schools are well equipped, graduates of the high school being prepared to enter a collegiate sophomore year. Two newspapers are published in the town. The climate of Salisbury is pleasant and healthful, and the surrounding country is rich and productive. Its industrial activity centres largely in the lumber trade.

Westminster, the county seat of Carroll county, is situated at the head-waters of the Patapsco, midway between Baltimore and Hagerstown, on the line of the Western Maryland Railroad. It was founded as early as 1766 and incorporated as a town seventy years later. It is situated in the midst of a rich and productive country, and has ample water power for industrial establishments. Fine grades of marble are quarried in the

vicinity. Westminster is the site of Western Maryland College, a co-educational institution under the control of the Maryland Conference of the Methodist Protestant Church. The town contains several fine structures, and bears the general appearance of a substantial, prosperous community.

Chestertown, the county town of Kent county, was incorporated in 1706, and early became a port of entry for the Province. The original custom-house and counting-room, though since converted into dwellings, can still be pointed out. The town is well laid off, the streets being wide and straight, and lined on either side with historic shade trees. The court-house and jail are spacious modern structures, as are many of the private residences. Chestertown is the site of Washington College, which was established in 1782, and was visited by Washington himself two years later. Five churches of as many different denominations, two banks and a series of public schools are located in the town. It is sixty miles distant from Baltimore by water, and ninety miles by rail. Steamers from Baltimore arrive daily.

Elkton, the county seat of Cecil county, is advantageously located at the head of Elk river, a tributary of the Chesapeake. The town is also half way between Philadelphia and Baltimore on the Philadelphia, Wilmington and Baltimore Railroad. The public buildings consist of a court-house, recently rebuilt, with fire-proof offices for the county archives, a handsome town council hall, part of which is occupied by a well equipped local fire company; and seven church edifices, all excellently maintained. The town is supplied with both gas and electric light. Water has recently been introduced through a modern reservoir and gravity system, affording a constant supply of pure and soft water for domestic and municipal uses. The educational facilities of the town embrace an academy of high grade, a grammar school and public schools for white and colored children. Ample facilities are afforded for public entertainments, and a free circulating library will soon be provided. Two national banks afford all needed banking facilities, and the retail trade of the town is transacted by enterprising mercantile establishments. Elkton is the centre of a refined and cultivated population, with every inducement for permanent residence, and many attractions for summer sojourn.

Catonsville is on the Frederick road, six miles from Baltimore, with which it is connected both by railroad and street railways. It is well provided with churches and schools, and is the site of the Spring Grove Insane Asylum. Its pleasant location, healthy environment and proximity to Baltimore have made it a growing suburb of that city.

Sparrow's Point is the site of the works of the Maryland Steel Company, and has been described in another connection.

PUBLIC BUILDINGS.

State House. The first colonial capital of Maryland was St. Mary's, in the southern part of the Province, but the seat of government was removed in 1694 to Annapolis, where the first state house was built upon the site of the present building. This being destroyed by fire in 1704, a larger capitol was erected, but this again, after fifty years' occupation, proving too small for the increased needs of the community, was torn down in 1769, and replaced by the present structure. The plans are supposed to have been drawn by a pupil of Sir Christopher Wren. The dimensions are: height to the top of the dome, 200 feet; front, 120 feet; depth, 175 feet.

The visitor enters by the south door into a rotunda of imposing effect, beneath the dome. To the right of the entrance is the Senate chamber, and that of the Delegates on the left.

The Senate chamber has been the scene of memorable events in the country's history. Here, on December 23, 1783, Washington surrendered to Congress his commission as Commander-in-Chief of the armies of the United States. In this chamber, in 1784, the long struggle for American independence was brought to a close by the ratification, in the presence of Congress, of the treaty of peace with Great Britain. Here, in September, 1786, the first Constitutional Convention, generally known as the Annapolis Convention, met to frame a better form of government for the United States.

This apartment, measuring thirty feet by forty, has been enlarged and embellished in the last few years. On the west wall is a painting representing Washington resigning his commission, and on the opposite side is the famous portrait of Washington by Gilbert Stuart. Other portraits of distinguished Marylanders, and many curious and interesting historical relics, adorn the walls of this and the antechamber.

In the Delegates' chamber is a fine painting by Peale, representing the surrender of Cornwallis at Yorktown.

The State Library, containing about 70,000 volumes, and the Judicial and Executive Departments are on the second floor. In the Governor's room is a fine portrait of George Calvert, first Lord Baltimore, copied from the original by Mytens, and presented to the State by the late John W. Garrett, Esq. Here too are portraits of several early governors of the State.

From the balcony above the dome, at the height of one hundred and eighty-five feet, a magnificent view is obtained; the city of Annapolis with its harbor, the Severn river, the Chesapeake bay, and the picturesque surrounding country, spreading like a panorama before the eye.

Two fine bronze statues of colossal proportions adorn the grounds. One, representing Roger Brooke Taney, Chief Justice of the United States,

is the work of W. H. Rinehart, a distinguished Maryland sculptor, and was erected by the State in 1872. The other, representing Baron DeKalb, leading the Maryland and Delaware troops at the battle of Camden, where that hero fell, mortally wounded, was erected by the United States in 1886, in pursuance of a resolution of Congress passed in 1780. This spirited work is by Ephraim Keyser, also a Maryland artist.

Executive Mansion. The official residence of the Governors of Maryland for one hundred years before 1866, was the building now used as the library of the Naval Academy, having been purchased by the Federal Government in the year last named. In the same year, during the administration of Governor Swann, the present Executive Mansion was built.

State Treasury, &c. Upon the State-house hill, to the right of the State-house, stands a quaint old colonial building of very modest proportions. This is the Treasury of the State of Maryland. The building is in the shape of a Greek cross, and is probably the oldest edifice in the city. The venerable college poplar is the single living witness of its building, nearly two hundred years ago. The rooms are low, and the walls of unusual solidity and thickness, capable of bidding defiance to the limited resources of colonial burglars. Near it stands a modern building containing the Land Office and other public offices.

CHAPTER XII.

POLITICAL INSTITUTIONS.

The political evolution of Maryland from the struggling palatinate of the seventeenth century to the sovereign State of our own day, has been traced in an earlier part of this volume. The purpose of the following pages is to describe the present government and existent political institutions of the State.

GOVERNMENT.

Constitution. The present Constitution of Maryland was formed by a convention assembled in Annapolis in May, 1867, and was ratified by popular vote in the following September. It is the fourth Constitution adopted in the history of the State, earlier instruments bearing date of 1864, 1851 and 1776. It is preceded by a Declaration of Rights, containing forty-five articles, asserting the usual rights of trial by jury, freedom of speech, religious liberty, taxation according to actual worth, with declarations against retrospective and sanguinary laws, attainder, monopolies, trial by martial law, etc. The Constitution proper consists of fifteen articles, treating of elective franchise, executive department, legislative department, judiciary department, Attorney General and State's Attorneys, Treasury department, sundry officers (County Commissioners, Surveyors, State Librarian, Commissioner of the Land Office), education, militia and military affairs, labor and agriculture, public works, new counties, amendments, miscellaneous matters and vote on the Constitution.

Administration. The government of Maryland follows the general theory of American political organization in a fundamental separation of departments. This is specifically provided in Article 8, of the Declaration of Rights, which asserts that "the legislative, executive and judicial powers of government ought to be forever separate and distinct from each other." For purposes of administration the State is divided into twenty-three counties, and the city of Baltimore, which is not comprised within the limits of any county. The local affairs of each county are regulated by a board of County Commissioners, elected by popular vote, but determined in number and term of office by special acts

of the General Assembly. There is no general administrative subdivision of counties into townships, but school and election districts exist for the purposes indicated. The government of Baltimore is vested in a Mayor and City Council.* The local affairs of other minor civil divisions, cities, towns and villages, are variously controlled by a Mayor and Council, by a Burgess or President and Board of Commissioners, or by a Board of Commissioners alone. The manner of election and range of powers of these authorities are in each case defined by legislative charters, and by special acts of the legislature, passed from time to time.

Executive. The executive power of the State is vested in a Governor, elected for a term of four years and receiving an annual salary of \$4,500. He must have attained the age of thirty years, and must have been for ten years a citizen of Maryland, and for five years next preceding his election a resident of the State. He is the commander-in-chief of the land and naval forces of the State, may call out the militia to suppress insurrections, repel invasions and enforce the execution of the laws, but can not take the command in person without the consent of the legislature. All legislative enactments must be submitted to his consideration, and his veto can be overruled only by a three-fifths vote of both houses.

He has the usual power to grant reprieves and pardons and to remit fines and forfeitures to the State. He appoints, by and with the consent of the Senate, all civil and military officers of the State, whose election is not otherwise provided for, and is vested with general authority to secure the faithful execution of all laws.

The Governor, upon election, appoints a Secretary of State, who continues in office during the gubernatorial term, and receives an annual salary of two thousand dollars. He keeps and preserves a careful record of all official acts and proceedings, and performs such other duties as are prescribed by law, or as properly belong to his office.

Legislative. The legislative department consists of two distinct branches, a Senate and a House of Delegates, together styled the General Assembly of Maryland. Each county in the State, and each of the three legislative districts of Baltimore, is entitled to one Senator elected for a term of four years. The apportionment of representation in the House of Delegates is made upon the following basis: Counties having a population of eighteen thousand persons or less are entitled to two delegates; those between eighteen thousand and twenty-eight thousand, to three delegates; between twenty-eight thousand and forty thousand, to four delegates; between forty thousand and fifty-five thousand, five delegates; and fifty-five thousand or more, six delegates. Each of the

* For a more detailed account of the government of Baltimore, see page 361.

legislative districts of Baltimore city is entitled to as many delegates as the largest county—six.

No person is eligible as Senator until he has reached the age of twenty-five years, nor as Delegate until he has reached legal majority, nor to either office unless he has been a resident of Maryland for at least three years, and of the particular county or legislative district which he may be chosen to represent, for one year. The members of both bodies receive a compensation of five dollars *per diem* for actual service.

The General Assembly meets biennially, and as the first Legislature under the Constitution of 1867 met in 1868, sessions always fall in even years. It convenes on the first Wednesday of January and continues in session for a period fixed by a constitutional limitation as not longer than ninety days. A special session may be convened by proclamation of the Governor, but may not sit longer than thirty days.

Judicial. The judicial powers of the State are vested in a Court of Appeals, Circuit Courts, Orphans' Courts, Baltimore City Courts and Justices of the Peace. All judges, except those of the Orphans' Courts, are elected by popular vote for a term of fifteen years and are selected from those who have been admitted to practice law in the State, and who are "most distinguished for integrity, wisdom and sound legal knowledge" (Const. of Md., Art IV., Sect. 2). The State is divided into eight judicial circuits, in the following manner: Worcester, Somerset, Wicomico and Dorchester counties, first; Caroline, Talbot, Queen Anne, Kent and Cecil, second; Baltimore and Harford, third; Allegany, Washington and Garrett, fourth; Carroll, Howard and Anne Arundel, fifth; Montgomery and Frederick, sixth; Prince George's, Charles, Calvert, St. Mary's, seventh; Baltimore city, eighth.

For each of the first seven of the above circuits, a chief judge and two associate judges are elected, who hold a Circuit Court of not less than two terms in each county. A clerk of the Circuit Court is elected by popular vote in every county for a term of six years. The salary of the chief judge is fixed at \$4,500 per year, and that of an associate judge at \$3,600.

The judiciary of Baltimore consists of a chief judge and four associate judges, together styled the Supreme Bench of Baltimore City. The judges are elected for a term of fifteen years, and are assigned to the following courts: Superior Court, Court of Common Pleas, Baltimore City Court, Criminal Court, Circuit Court and Circuit Court No. 2, the two latter being courts of equity.

The Court of Appeals is composed of the chief judges of the first seven of the judicial circuits of the State, and a judge from the city of Baltimore specially elected thereto. The Governor designates one of this body by and with the consent of the Senate, as chief judge. A clerk

of the Court of Appeals is elected by popular vote for a term of six years, and the sessions of the court are held in Annapolis.

An Orphans' Court is located in each county of the State and in Baltimore city. It consists of three judges elected by popular vote for a term of four years, and exercises the functions of a Probate Court. A Register of Wills is similarly elected for a term of six years. He is eligible for re-election and subject to judicial removal for cause.

Justices of the peace are appointed in the several counties by the Governor, and have jurisdiction in civil suits where the amount involved does not exceed one hundred dollars. Constables are appointed by the County Commissioners and by the Mayor and City Council of Baltimore for a term of two years, subject to judicial removal for incompetency or neglect of duty. A sheriff is elected in each county and in the city of Baltimore every second year. Coroners and notaries public are appointed by the Governor.

Legal. The legal functions of the State are entrusted to an Attorney-General, elected by the voters for a term of four years, and receiving an annual salary of three thousand dollars. He must have resided and practiced law in the State for at least ten years before his election. He is charged with the prosecution and defense on the part of the State of all cases pending in the Court of Appeals, or in the United States Supreme Court. He is required to give his opinion in writing, whenever required by any public officer, upon any legal matter pending before him, and cannot receive any fees or perquisite in addition to the salary paid for the performance of his official duty.

A State's Attorney is elected by popular vote in each county and in the city of Baltimore for a term of four years, and serves as the prosecuting officer of the State in the particular district. He must have been admitted to practice law in the State, and have resided at least two years in the county or city in which he may be elected.

FINANCES.

The finances of the State are administered by a Treasury Department, consisting of a Comptroller, chosen biennially by popular vote, with an annual salary of twenty-five hundred dollars, and a Treasurer, appointed by the General Assembly at the same salary. The Comptroller is vested with a general superintendence of the fiscal affairs of the State. He prepares and reports estimates of revenue and expenditure; enforces the prompt collection of all taxes; preserves all public accounts, and grants all warrants for money to be paid out of the treasury in pursuance of appropriations by law. The Treasurer receives and deposits the money's of the State, and disburses the same upon warrants

drawn by the Comptroller. He provides for the payment of the interest of the State debt, and for purchases on account of the sinking fund.

Funded Debt. The net funded debt of Maryland aggregated on September 30, 1892, \$3,082,286.35. The original loans, which have all been re-funded at 3 and 3½ per cent., were issued to aid in the construction of works of internal improvement, largely the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad; for the erection of State institutions, and to assist in the public defence during the late war. The volume of indebtedness is being rapidly reduced—by the amount of \$2,036,656.28 in 1892—and will probably be entirely extinguished in a few years. The credit of the State is high, its bonds being sought for purposes of investment, and commanding premiums in the general market. The following is a detailed statement of the funded debt:

Character of Loan.	Date of Maturity.	Amount
3 per cent. Exchange Loan of 1886.	1900	\$ 628,355.00
3½ per cent. Defence Redemption Loan.	1899	3,000,000.00
3 per cent. Exchange Loan of 1886.	1901	1,270,474.10
3 per cent. Exchange Loan of 1889.	1903	3,079,400.00
3 per cent. Exchange Loan of 1891.	1905	706,757.14
		\$8,684,986.24
Gross amount of Funded Debt.		\$8,684,986.24

As an offset to this debt, the State holds the following bonds and stocks, on which interest or dividends are paid:

Stock in Washington Branch B. & O. R. R. Co.	\$ 550,000.00
“ Farmer’s National Bank of Annapolis.	46,470.00
“ Annapolis Water Company.	30,000.00
Bonds of N. C. Railway Mortgage.	1,500,000.00
Bonds of Susquehanna and Tide-Water Canal Co.	1,000,000.00
Cash to Credit of Sinking Funds.	1,485.46
Stocks and Bonds to Credit of Sinking Funds.	2,474,744.43
	\$5,602,699.89

Net debt after productive stocks held by the State and the Sinking Funds are deducted*. \$3,082,286.35

Revenues. Article 14 of the Maryland Declaration of Rights (Art. XV.), declares that “every person in the State or persons holding property therein, ought to contribute his proportion of public taxes for the support of the government according to his actual worth in real and personal property.” This is the basis of Maryland taxation. A direct tax is levied upon all real and personal property, for purposes of public education and to provide interest and sinking funds for the funded debt. It is imposed upon individual and corporate property, and upon the

* “It is worthy of note that the productive stocks, with a single exception, held by the State, have a market value greatly in excess of their par value, and if a statement was prepared placing the State securities at their market value, this net debt would be decreased by more than one half.” (Report of Comptroller for 1892, p. vi).

capital stock of corporations, less the assessed value of parts of its capital already taxed or non-taxable. Personal property is listed by the statement of the taxable, and valued by the assessor. The last general assessment was made in 1876. Revisions are, however, made from year to year by the county boards and by the Appeal Tax Court of Baltimore City. A Tax Commissioner is appointed by the Board of Public Works for a term of four years, at an annual salary of twenty-five hundred dollars, to assess and revise for State purposes the shares of all incorporated associations or institutions liable to taxation.

The assessed value of property in 1877—in which year the returns of the general assessment became first available—in 1891 and in 1892, and the amount realized in 1892, are as follows:

Counties and Baltimore City.	Assessed value of property for State levy in 1877.	Assessed value of property for State levy in 1891.	Assessed value of property for State levy in 1892.	Amount of levy for 1892 at 17½ cents on each \$100.00.
Alleghany.....	\$ 10,809,342	\$ 16,082,934	\$ 16,151,558	\$ 28,669 01
Anne Arundel.....	9,870,117	10,725,314	10,874,049	19,301 44
Baltimore City.....	243,132,007	276,408,052	277,171,612	491,979 61
Baltimore County.....	50,501,160	59,650,644	41,359,723	73,413 50
Calvert.....	2,113,559	2,037,890	2,033,209	3,608 95
Caroline.....	3,757,157	4,381,469	4,351,415	7,723 74
Carroll.....	16,167,511	15,885,655	15,877,537	28,182 62
Cecil.....	13,198,535	13,389,101	13,271,949	23,557 70
Charles.....	3,452,501	3,322,016	3,410,140	6,052 98
Dorchester.....	6,029,790	6,183,618	6,193,888	10,994 15
Frederick.....	25,462,716	23,139,041	23,613,030	41,913 13
Garrett.....	3,336,359	4,124,187	4,261,610	7,564 36
Harford.....	11,506,902	12,137,415	12,444,104	22,088 27
Howard.....	7,526,408	7,436,312	7,515,094	13,339 29
Kent.....	7,448,301	7,730,640	7,783,728	13,816 11
Montgomery.....	8,272,571	9,951,605	10,425,220	18,504 76
Prince George's.....	9,073,363	9,005,217	9,138,883	16,221 52
Queen Anne's.....	6,585,383	7,230,844	7,544,416	13,391 31
St. Mary's.....	2,918,698	2,831,924	2,718,126	4,824 67
Somerset.....	3,939,349	4,088,342	4,193,568	7,443 57
Talbot.....	8,107,149	8,634,056	8,698,291	15,439 46
Washington.....	16,599,731	17,055,413	17,551,775	30,799 40
Wicomico.....	4,479,301	4,065,605	4,149,119	7,364 68
Worcester.....	4,180,118	4,477,273	4,605,481	8,174 72
Totals.....	\$478,468,028	\$510,003,077	\$515,137,528	\$914,368 98

RECAPITULATION FOR 1892.

Amount of levy for public school tax, at 10½ cents on each \$100.....	\$540,894 32
Amount of levy for defence redemption tax, at 5½ cents on each \$100.....	283,325 60
Amount of levy for treasury relief tax, at 1½ cents on each \$100.....	77,270 62
Amount of levy for exchange loan of 1886 tax, at ¼ cent on each \$100.....	12,878 44
Total.....	\$914,368 98

The rate of the State tax for each year since 1876 is as follows:

1877.....	17¼ per cent.
1878 to 1887.....	18½ per cent.
1888 to 1892.....	17½ per cent.

Sources of revenue other than this general property tax, are the sale of traders' and other licenses, a bonus or franchise tax of one-eighth of

one per cent. upon the capital stock of all newly created corporations, a franchise tax upon the deposits of saving institutions, a part of which accrues to the locality where the institution is located; a tax of one-half of one per cent. upon the gross receipts of electric light and electric construction companies; of one per cent. upon the gross receipts of railroad corporations; and of a designated per cent. of the gross receipts of other specified corporations. A State tax is also imposed on collateral inheritances, and on commissions of executors and administrators. The excess of fees of public officers and the liquor license in Baltimore City constitute other sources of revenue.

Receipts. The total receipts in the State Treasury for the fiscal year ended September 30, 1892, were \$3,006,551.18. Of this aggregate the important items were as follows:

Direct tax upon persons and incorporated institutions..	\$902,770 12
High Liquor License for Baltimore city..	*507,086 87
Trader's License.....	189,764 52
Foreign insurance companies.....	113,601 83
Tax on gross receipts of corporations.....	133,016 34
“ “ collateral inheritances.....	114,009 21
“ “ executors' commissions.....	58,452 40
Interest on invested Sinking Fund.....	171,514 65
Exchange Loan of 1891.....	100,000 00
Direct tax of 1861 from United States Government.....	371,299 83

Expenditures. The total disbursements from the State Treasury during the fiscal year ended September 30, 1892, were \$3,065,833.02. The principal items of expenditures were the following:

Public Debt, interest.....	\$323,596 39
“ “ Sinking Fund.....	404,387 58
State Stock, for redemption.....	406,012 76
Judiciary.....	100,992 28
Legislative.....	122,829 49
Public schools, white and colored.....	560,512 86
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PUBLIC DEPARTMENTS.

Board of Public Works. The Governor of the State, the Comptroller of the Treasury and the State Treasurer constitute the Board of Public Works. Their duties are generally defined in Article XII of the Constitution of Maryland, as “a diligent and faithful supervision of all public works in which the State may be interested as stockholder or creditor.” At the present time this consists in the appointment of directors for the Chesapeake and Ohio Canal, the Washington Branch of the Baltimore and Ohio Railroad, and various other corporations in which

* Of this amount, \$380,460.79 was returned as required by law to Baltimore City.

the State is, to a less degree, interested. The Board of Public Works also appoints, as will be seen hereafter, the officers of the State Fishery Force, together with certain special officers, such as the Tax Commissioner and the Insurance Commissioner.

Militia. The history of the militia of Maryland is throughout a record of unflinching bravery in war and of timely service in riot and disorder. The close of the Revolutionary War found the State with five full regiments in the field. Many of them were converted into militia companies of one kind or another, which the Whiskey Insurrection, the threatened difficulties with France, and the imminent outbreak with England kept alive and strong. A large force of well-equipped volunteers fought in the war of 1812, and during the Civil War, no class responded more promptly or served more gallantly than did the citizen soldiers of Maryland. Since the war the militia has rendered excellent service in the preservation of order. During the railroad strikes of 1877 the Fifth Regiment, together with the Sixth, was called upon at an unexpected time to assist in maintaining law and order, and discharged its duty creditably under the most trying circumstances. Subsequent activity has been characterized by the same spirit. Animated by the same spirit and remarkable for its rapid development is the Fourth Regiment, the nucleus of which, the Baltimore Light Infantry, was organized in the winter of 1885.

The Maryland National Guard was reorganized in its present form by an act of the Maryland Legislature passed in 1886, providing for a State military force of not more than two thousand two hundred and eighty men, formed in one brigade. At present the command is composed of the following organizations:

First Regiment Infantry, nine companies, consisting of Frederick Rifles, Hagerstown Light Infantry, Linganore Guards, Jackson Guards, Governor's Guards, Waverley Guards, Towson Guards and Howard Zouaves.

Fourth Regiment Infantry (Baltimore), nine companies, of sixty men each, with fifty-two officers, making the total strength of the regiment about six hundred men.

Fifth Regiment Infantry (Baltimore), twelve companies of sixty men each, with sixty officers. The band of the regiment numbers seventy-five musicians. A Veteran Corps, consisting of three companies, with a full strength of one hundred and fifty men, maintains fellowship among ex-members of the regiment.

Second Battalion Infantry, four companies, consisting of Voltigeurs (Cumberland), Garrett Guards (Oakland), and Hamilton Light Infantry (Frostburg).

Third Battalion Infantry, five companies, consisting of Groome Guards, Prince George's Rifles, Talbot County Guards, Lloyd Guards and Calvert County Company.

Monumental City Guards (Baltimore), independent colored company.

Baltimore Rifles (Baltimore), independent colored company.

Alleghany County Guards (Cumberland), independent colored company.

Fishery Force. The Maryland State Fishery Force consists of two steamers, nine schooners and two sloops, armed and equipped as a naval militia to enforce the oyster fishery laws of the State. Eight local boats are paid by the counties to watch the waters within their jurisdiction, but are under the control of the State navy. The movements of the force are directed by a commander appointed, as are all the subordinate officers, by the Board of Public Works. Each of the steamers is controlled by a deputy commander, and each of the schooners and sloops by a captain. The territories protected by the local boats are Poplar Island Narrows, Cambridge, Herring Bay, Holland Straits, St. Mary's River, St. Michael's and Oxford. The *Governor McLane* is the flagship of the navy. The outfit of the regular boats, as distinguished from the local boats, consists of Winchester rifles and one cannon each. The steamers have each a crew of twelve men, and the schooners and sloops each of six. The local boats, which are only employed for six months of the year, have each a crew of four men. They carry no cannon, but are armed with Winchester rifles.

Tobacco Inspector. From early provincial days, measures have been taken in Maryland to maintain a high standard of excellence in the production of its chief staple. The various statutes adopted from time to time were systematized in a Tobacco Code, passed in 1763. It consisted of one hundred and fifty-three sections providing in great detail for the inspection, sampling and shipping of tobacco. This code has since been supplemented and revised at intervals. To facilitate inspection, a number of tobacco warehouses have been erected in Baltimore, the first as early as 1823. At present three are in activity, each under the direction of an inspector, biennially appointed by the Governor at an annual salary of twenty-five hundred dollars, and a subordinate force similarly appointed. The general supervision of the system is entrusted to a Supervisor of Warehouses, appointed for a term of two years at an annual salary of twenty-five hundred dollars.

Land Office. A Land Office, distinct from other public departments, was created in Maryland as early as 1680. Its functions were administered by a Land Council, and included the disposition and regulation of all public lands, whether by lease or sale. The Confiscation Act of 1780 vested in the State all lands belonging to the Proprietary and other

British owners. In 1781 a portion of these lands was allotted to Maryland officers and soldiers who had served in the War of Revolution, and a Land Office was created for the Western Shore, and another for the Eastern Shore, under the direction and care of Registers. The two offices were united in 1851 at Annapolis. Subsequent legislation has materially enlarged the character and scope of the department. Its administration is vested in a Commissioner of the Land Office appointed by the Governor for a term of four years and receiving an annual salary of fifteen hundred dollars, together with a commission on the fees of office. He is required to make searches and furnish copies of land patents; to prescribe rules for and regulate the conduct of County Surveyors in making surveys and returning certificates and plats; and to hear and decide upon all caveats which may come before him as Commissioner.

Bureau of Statistics and Information. A Bureau of Industrial Statistics and Information was established in Maryland in 1884, and biennial reports published upon the industrial and social condition of the State. In 1892 the Bureau was reorganized and its scope largely extended. As now constituted, the department is in charge of a Chief of the Industrial Bureau, appointed by the Governor for a term of two years, at an annual salary of \$2,500. The work of the Bureau includes the collection of information and statistical data concerning the condition of labor, the agricultural and mineral products of the State, and the traffic of railroads and transportation companies, and of shipping and commerce. The information so gathered is collated and published in an annual report. The Bureau is located in Baltimore at the southwest corner of Charles and Saratoga streets, and it is here that all inquiries suggested by and unanswered in the present volume should be addressed.

Maryland State Weather Bureau. A Bureau for the reception of meteorological reports and the display of warning signals for the States of Maryland and Delaware, was organized in May, 1891, under the joint auspices of the Johns Hopkins University, the Maryland Agricultural College and the United States Weather Bureau. The service occupies quarters in the Physical Laboratory of the Johns Hopkins University, on Monument street and Linden avenue, with Dr. C. P. Cronk, of the United States Weather Bureau, as meteorologist in charge. Sub-stations are located in all the counties of Maryland, and also in Delaware, from which reports are regularly received and where warning signals are displayed.

State Board of Education. The general care and supervision of public education in Maryland is vested in a State Board of Education, consisting of four persons, appointed by the Governor at every regular session of the General Assembly and serving without salary, the Governor himself and the principal of the State Normal School. They exercise general supervision over Boards of County School Commissioners,

examine candidates, when requested, for the office of County Examiners, and issue professional certificates to teachers. They are *ex-officio* trustees of the State Normal School, and are vested with its general administration and control. Each Board of County School Commissioners and all schools and colleges receiving State appropriations are required to make to them an annual report of all matters affecting educational interests in the county. County Boards are also requested to submit a statement of receipts, disbursements and indebtedness. An abstract of these reports, together with a statement of the apportionment of money to the counties and Baltimore city, and such suggestions regarding the educational interests of the State as are deemed expedient, is submitted in an annual report to the Governor.

State Board of Health. This board has general care of the sanitary interests of the people of Maryland. It consists of seven members—three physicians, one civil engineer, a secretary, the attorney-general of the State (*ex-officio*), and the health commissioner of Baltimore (*ex-officio*)—appointed by the Governor for a term of four years, and serving without compensation. The secretary is, however, elected by the board upon organization, and receives an annual salary of eighteen hundred dollars. The functions of the board include a general supervision over the health of the State, investigations into the presence and causes of disease, epidemics and nuisances in specific localities, and the collection of vital statistics.

Two Boards of Medical Examiners, consisting of seven physicians each, appointed for a term of four years, and respectively representing the Medical and Chirurgical Faculty of Maryland, and the Maryland Homœopathic Medical Society, examine and license persons qualified to practice medicine in the State.

A *Board of Examiners of Dental Surgery*, composed of the attorney-general, the health commissioner of Baltimore and five practicing dentists, appointed by the Governor for four years, and serving without compensation, examine and issue certificates to all persons practicing dentistry within the State. Three *Commissioners of Pharmacy* are biennially appointed by the Governor upon nomination of the Maryland College of Pharmacy, to license practical pharmacists in the State. A *State Lunacy Commission*, composed of six competent persons appointed by the Governor, and serving without compensation, with the attorney-general as a member *ex-officio*, exercise supervision over all institutions, public and private, in which insane persons are confined. The protection of domestic animals from contagious and infectious diseases is vested in a *Live Stock Sanitary Board*, consisting of three commissioners appointed by the Governor, and receiving a per diem compensation for actual service. Two *Commissioners of Fisheries*, at

an annual salary of fifteen hundred dollars each, have charge of the propagation, culture and preservation of food fishes in the waters of the State. Two *Inspectors of Steam Boilers*, biennially appointed by the Governor at the same salary, inspect, register, and, if necessary, condemn, stationary steam boilers throughout the State.

An *Insurance Commissioner*, appointed by the Board of Public Works for a term of four years at an annual salary of \$2,500, issues licenses to insurance companies and maintains the standard of solvency fixed by State law. The interests of the mine labor of the State are entrusted to a *Commissioner of Mines* for Alleghany and Garrett counties, appointed by the Governor at an annual salary of \$1,500. He makes periodic investigations of the condition of all mines, sees to the enforcement of all laws relating to mine ventilation, is an inspector of mining scales and weights, investigates all loss of life in mines, and may institute suit if the accident arises from the overseer's violation of law.

A *State Vaccine Agent*, appointed by the Governor for a term of six years at an annual salary of \$600, procures and supplies virus to physicians throughout the State.

Flag and Seal. The great seal of Maryland has already been described and explained in the Historical Sketch. The flag of the State bears the escutcheon of the seal. This device seems to have been adopted by common consent, as there is no record of the formal adoption of any design as the official flag of the State. That the colony had a distinct flag or standard, we know. The first recorded instance of the use of a Maryland flag occurs in Leonard Calvert's report of the reduction of Kent Island (February, 1638), in which he says that he and his force marched with Baltimore's banner displayed. At the battle of the Severn in 1655, where the supporters of the proprietary government under William Stone, the Governor, were defeated by the Parliamentary party under Captain William Fuller, Stone's forces marched under the flag of Maryland, borne by William Nugent. "standard-bearer of the Province;" while Fuller's party displayed the flag of the Commonwealth, charged with the crosses of St. George and St. Andrew. It is also said that a Maryland flag was carried by the Marylanders who accompanied Brad-dock's expedition against Fort Du Quesne in 1756.

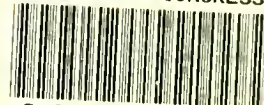
A Maryland flag was presented at the outbreak of the late war to the Frederick Volunteers, an organization which afterwards became part of the First Maryland Regiment, C. S. A.; and it was carried from the first battle of Manassas, July 21, 1861, to the surrender at Appomattox, April 9, 1865.

It is almost superfluous to add that Marylanders take great pride in their beautiful and historic flag. It forms a part of the stands of colors of the principal militia commands, and is displayed at the City Hall on occasions of public festivity.

Federal Representation. Maryland is entitled to elect six representatives to the United States Congress, of whom two are entirely and two partly chosen by the votes of Baltimore city. The composition of the Congressional districts is as follows: 1. Worcester, Somerset, Wicomico, Dorchester, Talbot, Queen Anne's, Caroline and Kent counties. 2. Cecil, Harford, Carroll counties; districts two to twelve of Baltimore county; wards Eleven, precinct No. 9, Twenty-one, Twenty-two of Baltimore city. 3. Wards One, Two, Three, Four, Five, Six, Seven, Fifteen and Sixteen of Baltimore city. 4. Wards Eight, Nine, Ten, Eleven, precincts one to eight inclusive, Twelve, Thirteen, Fourteen, Eighteen, Nineteen of Baltimore city. 5. St. Mary's, Charles, Calvert, Prince George's, Anne Arundel, Howard and Baltimore counties, districts one and thirteen, Baltimore city, ward Seventeen. 6. Alleghany, Garrett, Washington, Frederick, Montgomery counties.

The law provides that of the two United States Senators from Maryland, one shall be chosen from the Eastern, and the other from the Western Shore.

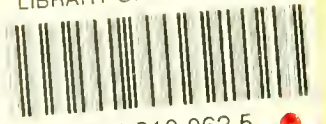
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